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Per. 2333 d. 16
42(3).[4].

THIRD SESSION, FORTY-SECOND CONGRESS.



EXECUTIVE DOCUMENTS

PRINTED BY ORDER OF

THE HOUSE OF REPRESENTATIVES.

1872-'73.

IN TWELVE VOLUMES.

- Volume 1....No. 1, part 1, Foreign Relations, parts 1, 2, 3, 4, 5, and 6.
Volume 2....No. 1, part 2, War, parts 1 and 2.
Volume 3....No. 1, part 5, Interior, parts 1 and 2.
Volume 4....No. 1, parts 3, 4, 6, and 7, and No. 2.
Volume 5....No. 3 to No. 19, inclusive, except No. 5.
Volume 6....No. 5 and No. 190, with which is bound Mis. Doc. No. 44.
Volume 7....No. 20 to No. 91, inclusive.
Volume 8....No. 92 to No. 150, inclusive.
Volume 9....No. 151 to No. 210, inclusive, except Nos. 160 and 190.
Volume 10....No. 160, Commercial Relations.
Volume 11....No. 211 to No. 242, inclusive, except No. 240.
Volume 12....No. 240, Coast Survey.
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WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1873.

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TO

THE EXECUTIVE DOCUMENTS

OF THE
HOUSE OF REPRESENTATIVES OF THE UNITED STATES

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REPORT



OF THE

SECRETARY OF THE NAVY,

BEING PART OF

THE MESSAGE AND DOCUMENTS

•
COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE THIRD SESSION OF THE FORTY-SECOND CONGRESS.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1872.

REPORT

OF THE

SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
Washington, November 26, 1872.

SIR: I respectfully submit the following report of the Navy Department, and of the naval service for the past year.

The Navy of the United States numbers 178 vessels, carrying 1,378 guns exclusive of howitzers:

68 steamers, 929 guns.

31 sailing-vessels of all classes, 322 guns.

51 iron-clads, 127 guns.

28 tugs.

Of the steamers, 5 are unfinished on the stocks, 2 are in use by the quarantine authorities of New York, 9 are undergoing repairs, 37 are in commission for squadron and special service, and 15 are in ordinary.

Of the sailing-vessels, 2 are on the stocks, 6 are in commission as cruisers and store-ships, 6 are in commission as receiving-ships, 6 are used for quarters and other special purposes at the navy-yards, the Naval Academy, and other stations, 2 are undergoing repairs, and 8 are in ordinary.

Of the iron-clad vessels, 2 are in commission on the North Atlantic station, 1 is in use at the Naval Academy, and the remainder are undergoing repair or are laid up at League Island and New Orleans.

Of the tugs, 1 is in the service of the expedition toward the North Pole, another on the Asiatic station, and the remainder with the exception of a few undergoing repairs, are in use at the yards and stations.

Fourteen vessels have been commissioned during the year, 10 have been put out of commission during the same period, and 4 are returning from foreign stations, their term of service having expired.

There are 45 vessels in commission for sea-service, (including 3 used as store-ships,) carrying 462 guns.

These vessels are distributed as follows:

NORTH ATLANTIC STATION.

	Guns.
Worcester.....	15
Canandaigua.....	10
Wyoming.....	6

	Guns.
Shawmut	3
Nipsic	3
Terror	4
Saugus	2
Pawnee, (store-ship)	
Kansas	3
Powhatan	17
Richmond	14
Eleven vessels	77

SOUTH ATLANTIC STATION.

	Guns.
Lancaster	22
Ticonderoga	11
Wasp	
Three vessels	33

EUROPEAN STATION.

	Guns.
Wabash	45
Brooklyn	20
Congress	16
Shenandoah	11
Plymouth	12
Wachusett	6
Six vessels	110

ASIATIC STATION.

	Guns.
Colorado	45
Hartford	18
Lackawanna	10
Alaska	12
Ashuelot	6
Monocacy	6
Iroquois	6
Yantic	3
Saco	3
Palos	1
Idaho	7
Eleven vessels	116

NORTH PACIFIC STATION.

	Guns.
California	21
Benicia	12
Saranac	11
Narragansett	5
Saint Mary's	16
Five vessels	65

SOUTH PACIFIC STATION.

	Guns.
Pensacola.....	22
Omaha.....	12
Tuscarora.....	6
Osage.....	8
Orward, (store-ship).....	3
	—
Five vessels.....	51

SPECIAL SERVICE.

	Guns.
Frolic.....	
Michigan.....	
Constellation.....	10

The following, named in the above, are returning to the Atlantic States :

	Guns.
Colorado.....	45
Osage.....	8
Alaska.....	12
Saint Mary's.....	16
	—
Four vessels.....	81

which, when put out of commission, will reduce the force, unless others are fitted out, to 41 vessels, carrying 381 guns.

This shows an active force slightly increased in strength since the date of the last report, with improved efficiency on account of its better distribution in a greater number of smaller and more active vessels. The limit of our power is, however, almost reached in this direction, since we have no more small cruisers which can be put in commission without repairs of an extent and at an expense wholly inadequate to the results to be obtained. Of the ships built during the war, including those which, commenced then, have been finished since its close, many were designed for special service, and are not of a character adapted to our present needs; most are too large for the economical and efficient distribution of our small peace force, and almost all, built hastily of unseasoned timber, have now fulfilled the measure of their useful life.

To spend money in the constant endeavor to keep these ships afloat is the most expensive way of maintaining a navy, since constantly increasing expenditure is answered by constantly decreasing results of good. It would be the wisest economy at once to afford the means and the authority to build a number of small, active cruisers, of live oak or of iron, which, adapted to the duties and the means of our Navy in time of peace, and fitted with the more modern and economical machinery which has succeeded that in use at the commencement of the decade, could be maintained and employed with more effect, and, for some years, with comparatively little expense for repairs.

This subject has been constantly pressed upon the attention of Congress, and I again repeat it, because I am constantly warned, as ship

after ship is withdrawn from active service and laid up without hope of usefulness in the future, that the limit of our old resources is being rapidly reached, and that without new material our active force on the several stations must rapidly decrease, until our cruising navy will in a few years pass almost entirely away.

IRON-CLAD FORCE.

Early in the past year the attention of the Department was arrested by the fact that many of our iron-clad fleet needed extensive repairs to make them fit for efficient service. Several of them, and these the most powerful, are built of wood, while the beams and much of the frames of those whose hulls are of iron, are of the same material. This wood-work was found, on inspection, to have decayed so much that there seemed to be no way left but to replace it with iron, and it was necessary to do so immediately unless we were willing to be left entirely without effective iron-clad force to meet any duty which might arise. This was at once done, and we have now the satisfaction of knowing that several of our monitors are in complete repair, and more effective than ever for any appropriate service. This emergency has not, however, been met without considerable expense, and it has caused a heavy draft upon the appropriations to the Bureaus of Construction and Steam-Engineering, which should be re-imbursed to them if the efficiency of our cruising navy is to be maintained.

In addition to its ordinary duties, the Navy has continued during the past year to supply officers for light-house duty, and the men and officers for the coast survey, and has been engaged in completing the surveys of the Isthmus, and in making hydrographic surveys and soundings in both oceans wherever the safety or interests of our people seem to demand it.

The various cruising-stations, with the duties respectively assigned to each, remain unchanged since the date of the last report, except in the case of the Pacific station, which was on the 1st day of October last divided as hereinafter mentioned.

EUROPEAN STATION.

Rear-Admiral James Alden, in his flag-ship, the Wabash, arrived at Ville Franche December 30 last, and on the 1st of January following relieved Rear-Admiral Charles S. Boggs of the command of the naval force on the European station, the latter returning home.

The vessels now on this station are the Wabash, 45 guns, (flag-ship :) the Brooklyn, 20 guns; the Congress, 16 guns; the Plymouth, 12 guns; the Shenandoah, 11 guns; the Wachusett, 6 guns; in all, 6 vessels and 110 guns.

The Guerriere and Juniata have returned from this station and have been put out of commission; the former at New York in March, and the

letter at Boston in July. The force has been increased by the addition of the Congress in April.

During the months of January, February, March, and April, the vessels of this station, with an occasional exception, were kept together, and visited the principal ports of France and Portugal, some of the ports of Germany, and the waters of England. They have recently returned to the Mediterranean, and will be spread over the station, and will visit the ports and countries of the East, and the north and west coasts of Africa.

A most gratifying exchange of courtesies has taken place between the fleet and the authorities of the countries visited, and our officers and men have been received with every evidence of kindly feeling for the Government and the people of the United States.

The movements, in detail, of the vessels on this station, as well as of those on the other stations and on special service, will be found in the appendix to this report.

ASIATIC STATION.

The vessels now attached to this station are the Colorado, 45 guns; Hartford, 18 guns; Lackawanna, 10 guns; Monocacy, 6 guns; Alaska, 12 guns; Ashuelot, 6 guns; Iroquois, 6 guns; Saco, 3 guns; Yantic, 3 guns; the storeship Idaho, 7 guns, and the small steamer Palos; in all, 11 ships, with 116 guns. Orders have been recently sent detaching the Alaska and the Colorado from this station, and they will soon both be *en route* for the United States.

Rear-Admiral Thornton A. Jenkins commands the force on this station, having succeeded Rear-Admiral John Rodgers, at Yokohama, May 15, 1872.

The flag has been shown at such ports and places in India, China, and Japan as our commercial interests, the encouragement and protection of our citizens, and the cultivation of friendly relations with the authorities and people of those countries dictated. A resort to force has, on no occasion, been necessary to advance or secure either of these objects.

The Lackawanna, from the Pacific coast, and the Iroquois, from the Atlantic, joined the force on this station in August, and the Hartford and the Yantic are now on the passage out. The latter vessel will visit Zanzibar to co-operate in all proper measures to induce the Imaum of Muscat to discontinue the transportation of slaves within his dominions.

The Iroquois and Yantic availed themselves of the shorter and quicker passage to the station via the Suez Canal, and the Hartford will do the same.

NORTH ATLANTIC STATION.

Rear-Admiral S. P. Lee, who was in command of this station at the date of the last annual report, hauled down his flag, at Hampton Roads, August 12, and was succeeded by Rear-Admiral Joseph F. Green, who

is at present in command, and who hoisted his flag on the Worcester, at Boston, August 20.

The Worcester, 15 guns; Powhatan, 17 guns; Richmond, 14 guns; Canandaigua, 10 guns; Wyoming, 6 guns; Shawmut, 3 guns; Nipsic, 3 guns; Kansas, 3 guns; the monitor Terror, 4 guns; the monitor Saugus, 2 guns, and the hospital-ship Pawnee, constitute the force on this station—a total of 11 vessels, with 77 guns.

Since the date of the last report the Swatara and Nantasket have been detached from this station and put out of commission, the former at Norfolk, in December, and the latter at Portsmouth, in July. The Powhatan, Richmond, Canandaigua, Wyoming, and Saugus have re-enforced the station.

The principal islands of the West Indies, the Spanish Main, and the coasts of Mexico and the Isthmus have been visited by vessels on this station; our interests have been protected by them during the blockade of the Orinoco by the Venezuelan government; the cases of the Virginus and Mary Stuart have received such attention and such protection as circumstances justified; and they have aided in the surveys for an inter-oceanic canal between the Atlantic and the Pacific.

SOUTH ATLANTIC STATION.

Rear-Admiral William Rogers Taylor relieved Rear-Admiral Joseph Lanman of the command of the South Atlantic station on the 22d of May last.

No change has been made in the force on the station during the year, which consists of the Lancaster, 22 guns; Ticonderoga, 11 guns; and the Wasp; in all, 3 vessels, with 33 guns. The officers and crew of the Lancaster, who had been absent for three years, were relieved in June by others sent out by the Portsmouth and Supply, and returned home in those vessels.

The Lancaster and Ticonderoga have cruised along the whole coast, visiting repeatedly the chief ports of that region, while the Wasp has ascended the Parana and Paraguay Rivers as far as Asuncion, affording to Mr. Stevens, the United States minister, facilities for visiting that place, and has been cruising generally in the waters of the La Plata.

THE PACIFIC STATION.

The Pacific station, at the date of the last annual report, was divided into two squadrons, the north squadron, commanded by Commodore R. N. Stembel, and the south squadron, commanded by Commodore D. McDougal, with the whole under command of Rear-Admiral John A. Winslow.

The extent and importance of this station were such that the propriety of dividing it into two separate commands was apparent. This has recently been done, and the divisions are now the North Pacific station

and the South Pacific station. The limits and extent of these stations are as follows, respectively :

The North Pacific station embraces all that portion lying north of the equator, except so much of the west coast of South America and of the Isthmus as lies between the equator and Panama.

The South Pacific station embraces the west coast of the Isthmus and of South America lying between Panama and the equator, and the west coast of South America and the islands and waters of the Pacific lying south of the equator as far west as the 150th meridian, and includes, in addition, the coasts and sea-ports of Australia.

Previous to this division the following changes in command occurred. On the 28th of February Commodore McDougal, agreeably to the orders of the Department, relinquished command of the south squadron of the Pacific, at Callao, and returned to his home; and in March, Commodore Stembel, who had hitherto commanded the north squadron, was ordered to the command of the naval force on the whole station. In July, Rear-Admiral Winslow was condemned by medical survey, and, in consequence, detached from the command, and Commodore Stembel, in pursuance of orders given him, took temporary command of the Pacific station, August 16, of which he was relieved October 10.

On the North Pacific station, of which Rear-Admiral A. M. Pennock assumed command, at San Francisco, October 26, there are the following vessels: California, 21 guns; Benicia, 12 guns; Saranac, 11 guns; Narragansett, 5 guns; and the Saint Mary's, 16 guns; total, 5 vessels and 65 guns.

On the South Pacific station, of which Rear-Admiral Charles Steedman took command, at Panama, October 10, there are the Pensacola, 22 guns; Omaha, 12 guns; Tuscarora, 6 guns; and store-ship Onward, 3 guns; in all, 4 vessels and 43 guns.

The Ossipee, Mohican, and Resaca have been detached from service in the Pacific. The former arrived at New York November 18, and the others have been put out of commission at Mare Island. Orders have been issued withdrawing the Saint Mary's also, and she will return to the Atlantic States. The Tuscarora, Omaha, and Benicia have been added to this station during the year.

The vessels in the Pacific have been actively cruising, and have shown the flag in almost every part of the station. Our interests among the groups of islands in the North Pacific have received special attention by frequent visits, and our citizens there and at other points assisted, as occasion required, to the fullest extent in our power.

INTEROCEANIC CANAL.

The United States having developed a preponderating commercial power upon both coasts of the North American continent, we are deeply interested in all movements aimed at the creation of new, or the deflection of ancient lines of traffic, and feel that we have become fully com-

petent to take into our own control the commercial future of this hemisphere. It is now over three and a half centuries since the way around the Cape of Good Hope to the Indies was discovered; and it was only a few years later that the way around Cape Horn became known. Almost immediately many projects were initiated and efforts made to shorten these long voyages, and add to their security. At many points on the Isthmus, of over two thousand miles in length, which connects North and South America, enthusiastic explorers were confident of discovering eligible points for the construction of transit routes, by ship-canal or otherwise, from the Atlantic to the Pacific Ocean. For more than two centuries the routes by Tehuantepec, Honduras, Nicaragua, Costa Rica, Panama, Darien, and the Atrato have attracted the attention of navigators, geographers, and commercial men; but the problem was formerly regarded almost wholly in its relation to Spain, whose possessions extended over both coasts of America, or more recently in reference to European commerce. Only within the last quarter of a century has it been really studied in its more appropriate relation to the interest of the United States.

The paths of commerce seek the shortest, quickest, and cheapest possible routes of transit; and the discovery and development of America have greatly modified the ancient routes of the trade of the world, particularly since our own commerce with India, China, and Japan has become extensive. The great minds which direct the mercantile interest of Europe fully appreciate the changes which are taking place during the present century in the Asiatic trade. To grasp and control that trade has been the traditional policy of every commercial power. Russia has pushed her conquests in the East to the Chinese frontier, has constructed long lines of railways stretching eastward, and increased her trading fleets upon the Black and the Caspian Seas; England has increased her steam service, shortened her lines of transit wherever it was possible, built swift sailing-vessels, and multiplied her Indian railways; Germany and Austria are adding largely to their mercantile marine; and even Italy has pierced the Alps; all with the hope of finally controlling and occupying the pathways of commerce between the East and the West.

The present seems to be an opportune moment for us to take into serious consideration the reports of the surveys and explorations made upon the American Isthmus, with the view of solving, if possible, the engineering and commercial problems involved, and establishing water communication between the two oceans. It will be noted, in the physical structure of the continents of North and South America, that the meridian of New York is about that of the Isthmus of Darien, and that the Isthmus of Tehuantepec is near the longitude of Omaha, while a ship bound from New York to San Francisco is compelled, in rounding Brazil and doubling Cape Horn, to sail farther eastward than the entire direct distance between the two cities, and the countries of three-fourths

of the South American and all of the Pacific coast are nearer, by steam or sail, to the ports of Europe than to the Atlantic harbors of the United States. But the Gulf of Mexico belongs to us and to our Atlantic commerce, and the great interior navigation of North America, which has its outlet through the Mississippi, stretches its arteries from the Alleghanies to the great lakes, and drains a region larger and richer than all Europe west of the Adriatic, and the resources and requirements of that great region, under the favorable circumstances of ship-communication across the American Isthmus, would soon appropriate and repay much of the trade of the East. No more powerful impulse could be given to the swift development of our southern and middle tiers of States, nor any greater boon conferred upon the valley of the Mississippi than such a connection with the Pacific Ocean; and certainly no more effective stimulus could be applied for the revival of the commerce of our Atlantic and Pacific States with South America and the East, the fostering of which demands, now that swift and costly steamships have almost banished sailing-vessels from the ocean, that no needless day shall be added to the time of their passage, nor an avoidable mile to the length of their voyages.

Moreover, the interests of land transportation between the Pacific and Atlantic States would be in no wise injured by the completion of such a canal. Many of the bulky yet valuable products of both sections, such as grain, wine, heavy machinery, and the like, will not now repay railway transportation over long distances, while a speedy and cheap water-carriage would so add to the wealth and population of the Pacific slope as greatly to increase railway travel, and the transportation of more valuable and less bulky merchandise of all kinds. All the conditions of this great enterprise, the direct necessities of our commercial development, the self-evident economies of trade, and the dictates of broad statesmanship and prudent patriotism, demand that the locality selected for the construction of the American interoceanic canal shall be the very best that the field affords, and the circumstances of our necessities and our position require that this shall be determined by the imperious dogma, that the route which is best for the United States must be best for the world. The route of the proposed canal, besides geographical position, should, if possible, be through a locality capable of developing local population, wealth, trade, and agriculture, for those, in themselves, would be a protectorate and guardian of the great work, and would provide sufficient supplies, repairs, and other necessities to passing navigation, which, in localities less favored or more remote, could only be secured at great expense and under certain conditions. Points with less favorable geographical position must present either much less practical difficulty in accomplishing and maintaining the work, or it must be apparent that there, the work once accomplished, would be of a character vastly more convenient to ship-transit. The comparative narrowness of the land-barrier at Panama and Darien naturally warrants the inference

that there it could most readily be pierced. Consequently, during the last few years nearly the whole Isthmus in that quarter has been examined by scientific expeditions sent by our Government, and almost every point, reported to possess peculiar advantages, has been more or less explored. The results, though certainly not such as the world had reason to expect from the favorable reports of the earlier but superficial and transient explorers, or the suggestions of both Spanish and local tradition, are certainly far better and surer than any heretofore obtained. But nothing short of complete success will justify us in pausing in our investigation until every possible route of the whole Isthmus which separates the two oceans shall have been sufficiently explored. If in the more southern and narrower parts of the Isthmus the proper local and topographical advantages for the execution of the work cannot be found, the claims of the routes which are geographically nearer the United States should be thoroughly explored, since, though necessarily of greater length, they lie more directly in the pathway of our commerce and development, and the mere obstacle of greater length of canal may be more than overcome, if it shall appear that it can there be constructed without encountering serious engineering difficulties, and that the advantages and probable requisites heretofore alluded to, and even the labor and materials requisite in the execution of a great engineering work can there be found.

Commander Selfridge, who conducted the previous surveys of the Isthmus of Darien, is now engaged in completing the final exploration of that Isthmus between Panama and the shoulder of South America.

Recent information favors the examination of the valley of the river Bojaya, lying some ten miles south of, and, in general, parallel to that of the river Napipi, already examined. This completed, the entire Isthmus lying south and east of the line of the Panama Railroad will have been sufficiently examined to establish the relative difficulties of constructing a ship-canal, as well as the lines lying further south, between the river Atrato and the Pacific Ocean.

The expedition to Nicaragua, destined for a similar purpose, is engaged upon the work assigned to it. An unlimited water-supply, at a summit of 106 feet above the mean height of the ocean, presents too favorable a feature to forego a close examination of the whole region. Difficulties, stated in the report of the chief of the Bureau of Navigation, delayed the progress of this survey; nevertheless a location from Lake Nicaragua to Brito, on the Pacific coast, is found to be more favorable than any hitherto known.

These two expeditions will probably close the surveys and explorations of all the possible routes of that part of the American Isthmus.

In a former report from this Department you were acquainted with the result of the topographical surveys made upon the summit, and the hydrographical surveys of both coasts of the Isthmus of Tehuantepec, by the expedition under command of Captain R. W. Shufeldt, whose

report in detail, with accompanying maps, has been printed by order of Congress.

I recommend, for the reasons suggested, that the appropriations for these surveys be continued, until every practicable line has been surveyed and the whole subject investigated, to the end that we may have the complete knowledge and exhaustive information without which it is impossible to settle finally and wisely this great problem of national development.

THE NAVIGATOR ISLANDS.

In February last, Commander R. W. Meade made, in the Narragansett, an extended cruise among the islands of the South Pacific Ocean, in the course of which he visited the group known as the Navigator or Samoan Islands, which lies northeast of Australia, and almost north of New Zealand, and consists of nine islands, the largest of which is called Upolu. These islands are capable of producing in abundance cotton, sugar, and all the ordinary tropical productions. They are inhabited by a fine, muscular race, mostly Christianized, and of a higher order of intellect and cultivation than almost any natives of the Pacific Archipelago. The island of Tutuila, though by no means the largest, is the central island, and possessing the beautiful harbor of Pago Pago, is the key of the group. These islands lie directly in the track of commerce and steam navigation between the west coast of America and the islands and semi-continents of the East; and the bay of Pago Pago, situated about midway between Honolulu and Sydney, affords not only far the best and safest, but absolutely the only land-protected harbor among the islands of the South Pacific. Its position, in relation to New Zealand, Australia, the Sandwich Islands, the ports of South America, and the Isthmus, and to San Francisco, makes it almost the necessary harbor for supplies, coaling, and repairs for all the trade and travel westward to Australia and southern Polynesia, or returning thence to the shores of America. Its great advantages for us are to be found in these conditions, and in the fact that it is in the direct line of trade from San Francisco, through the Sandwich Islands, to the East; that its location is plainly marked by the surveys of our exploring expedition and those more recently made; that it is easy of access, night and day, with a deep, land-locked harbor, well protected from the force of the hurricanes which sweep that portion of the Pacific, and from the dangerous ocean swell resulting therefrom.

As an available station for coaling and supplies for our national and commercial marine in that part of the world, it is far the best to be found within a sweep of many thousand miles.

The native chiefs and people are well disposed, and exceedingly anxious to secure the benefits of our intercourse, and the recognition and countenance at least of our Government. Acting under his general instructions, with great judgment and skill, Commander Meade entered

into the most kindly relations and intercourse with the authorities and people of these islands, exchanged the most friendly courtesies with them, and seems to have secured their friendship and confidence for our Government. He assisted them in framing friendly and proper commercial regulations, and procured from them a solemn and comprehensive agreement which gives us all the facilities for a station for coaling and supplies if needed, and invites and offers protection to every American interest, either national or commercial, asking nothing in return but our recognition and countenance, and requiring only the favorable action of our Government to establish and maintain our interests and influence in the heart of the Pacific Archipelago. It is by no means the province of this report to discuss questions of foreign policy or to present any event even of the plainest interests or requirements of national commerce, but I cannot forbear to say that if we are not prepared to ignore wholly the imperative commercial needs as well as the splendid commercial opportunities of our Pacific States, and to yield also the opening avenues of Pacific trade to the comprehension and courage of more liberal, though more remote peoples, we should not neglect the opportunity thus afforded, at least to protect, if not to encourage, some of the American interests which are there struggling to establish themselves.

HYDROGRAPHIC OFFICE.

The work of the Hydrographic Office has progressed most satisfactorily during the past year, to the full extent of the means at its command.

The Department is gratified at the energy which has been displayed in this office, and is glad to state that the boards of underwriters, and those connected with commerce in our principal cities, seem fully alive to the importance of this branch of the public service, and to the necessity of its being placed on a footing with the similar offices of other maritime countries.

The preparations and outfits for the survey in the Pacific Ocean have been completed, and every facility at the command of this Department has been given and every means taken to insure its success, and it is hoped that by this means much will be added to the hydrographic information of the world, and valuable accessions made to our stock of knowledge in the various branches of natural science.

The United States ship *Portsmouth*, detailed for this survey, is now on her way, and will commence operations upon her arrival in the Pacific Ocean, where she will be joined by the United States steamer *Narragansett*.

Too much stress cannot be placed on the importance of this work, so long neglected, and it is hoped that a sufficient appropriation may be granted by Congress for the proper prosecution of this survey.

I strongly recommend that the reasonable suggestions made by the head of this office, approved by the chief of the Bureau of Navigation,

be acted upon, and especially that an appropriation for the purchase of a suitable building be granted, as the rented building now occupied is wholly inadequate. The nature of this work requires a building belonging to, and wholly under the command of, the Government, which can be arranged to meet the increasing demands of the service, and where the valuable and constantly increasing collection of plates, charts, and documents can be entirely secure.

SCIENTIFIC EXPERIMENTS ON STEAM-BOILERS.

Recent disasters of a serious character, resulting from the explosion of steam-boilers, have called renewed attention to the necessity of finding some efficient remedy for these distressing accidents so destructive to property and life. The universal employment of steam at the present day in naval as well as commercial operations, renders this a matter of extreme interest to all, and one demanding the serious attention of the Government. In December last, at the suggestion of private parties who were about to institute some experiments upon actual boilers at Sandy Hook, I appointed a board of engineers to attend and witness the result. Appended hereto is a copy of their report, which seems to indicate that much valuable information and perhaps a solution of the difficult problem may attend a further prosecution of the inquiry. Indeed, the information already acquired is deemed, by those competent to judge, of much interest and importance. It is gratifying to know that the experiments which have led to the most reliable information hitherto possessed by the scientific world on this difficult subject, were instituted and conducted by an American institution, (the Franklin Institute, of Philadelphia,) under the patronage of our Government, over thirty years ago. Those experiments were detailed in two able reports, one made in January, 1836, on the manifestations of steam under various conditions, and its effects, as steam, upon a small model boiler constructed for the purpose; and the other, made some months afterwards on the strength of materials employed in the construction of steam-boilers. The former report was published in Ex. Doc. No. 162, first session Twenty-fourth Congress; the latter, in Ex. Doc. No. 18, second session Thirtieth Congress, included in a special report of the Commissioner of Patents. It is to be regretted that the experiments thus auspiciously commenced had not been continued until a complete solution of the difficulties could have been obtained. No material advance seems to have been made in real knowledge on the subject since that time, and the great desideratum at the present day is a series of well-directed experiments on actual boilers used in navigation. It was the employment of such boilers in the experiments made last season at Sandy Hook which was the means of producing the interesting results before alluded to. But the making of experiments on this scale is attended with too much expense and risk of capital to be carried on by private enterprise. It can only be accomplished under the patronage of the Government, and it seems to me that

any reasonable outlay in this direction would be amply repaid in the increased security to our naval and commercial marine. Legislation regulative of the inspection and management of steam-boilers must necessarily be imperfect under an imperfect knowledge of the causes which lead to explosions; and reliable knowledge can never be attained by silent reflection in the study, or by verbal and theoretical discussion, but only by actual trials on real boilers, under such conditions and circumstances as the present advanced state of engineering science and skill shall dictate. This Department has noticed with much interest that the subject has engaged the attention of Congress, and that a law was passed one House at its late session, providing for a continuation of experiments such as have been recommended. There are few things at this time, affecting the commercial and naval interests of the country, of more practical importance than this, and it is to be hoped that the pressure of business at the coming session will not cause the matter to be overlooked.

NAVY-YARDS.

I must again renew my urgent recommendation that our navy-yards shall be developed and adapted to the new necessities of naval warfare. They are the resources of naval power, and like fortifications, if strong and capable, often deter other nations from lightly entering upon war with their possessors. At Mare Island we have an admirable site, with every natural requisite for a great dock-yard. It is our only naval station on the Pacific, and it needs dry-docks and workshops, quay-walls, and other appliances to make it worthy of our great western coast, and to enable us to assert and maintain if need be our proper supremacy upon the Pacific Ocean.

At various points on the Atlantic coast, yards are admirably placed to utilize in time of war the vast naval resources of our great cities, with their dry-docks and ship-yards, forges, and machine-shops, their host of skilled workmen and immense store of material. These invaluable sites, acquired from time to time with so much difficulty, we shall greatly need in any time of emergency, and they can never be regained should they once pass from our possession. At Philadelphia, however, we have really *two* navy-yards. The old establishment is very small, with narrow waterfront, and is greatly needed by the city for other purposes, while at League Island we shall soon, and cheaply, have retrieved an area of firm ground, larger than that now occupied by the old navy-yard, and raised far above the highest water-level. We cannot afford to maintain two navy-yards within three miles of each other; wise economy demands that one of them should be discontinued, and I would urge that Congress cause the old establishment to be carefully valued, and that a sum equal to the value thus determined should be appropriated to convert League Island into an efficient navy-yard, the sum so appropriated to be returned to the Treasury as soon as the new works shall be sufficiently advanced to warrant the disuse and sale of the old yard. A navy-yard of the

first class, upon fresh water, perfectly secure from an enemy's fleet, on the margin of our great coal and iron region, and having at hand the skilled labor of a great manufacturing city, will be a great source of naval power.

The navy-yard at Norfolk is also of great value from its position and climate, enabling repairs and construction to be prosecuted in mid-winter, when the rigorous climate of the North sometimes forbids all out-door labor. This was once our chief navy-yard, and I recommend that liberal appropriations be made to re-establish and multiply its resources.

I have heretofore spoken of the claims of the New London station on the liberality of Congress. Some of these are to be found in a good harbor, easy of access from all directions, and conveniently situated between two great commercial cities, an industrious and ingenious people whose labor is skillful and cheap, and a site for the station already acquired through the liberality of the State, to the improvement of which the Government seems to be virtually pledged. It is already a station of convenience to the service, and with moderate expenditure its use could be largely increased.

NAVAL PRISONS.

Corporeal punishment having been happily abolished in the Navy, and punishment by fines being in great degree inapplicable, only imprisonment remains to be awarded by courts-martial as the punishment of culprits convicted of offenses not deserving severer penalties. But the Navy has no proper prison properly to carry out such sentences. At our marine barracks are to be found a few cells, barely sufficient for the police and discipline of the marine garrison, and wholly unfit for the confinement of convicts sentenced to protracted imprisonment. These cells are now our only resource when men under sentence are brought from our squadrons and stations. They are so insufficient in number and in accommodations that it often becomes necessary to place two men in one cell, and to expose the prisoners to rigors against which humanity protests. We are sometimes compelled to discharge old prisoners to make room for new comers; the ventilation and dryness of these cells are necessarily defective; and there are no means of employing the prisoners so as to diminish their expense to the Government, and to the improvement of their health, their morals, and their decency.

I recommend that a moderate appropriation be made to build a suitable prison at one of our marine stations, where the necessary guard and medical attendance may be had without expense, and where we may be able to give that care to the well-being and improvement of our prisoners which modern civilization everywhere demands.

REDUCTION OF THE NAVY.

I beg to repeat the recommendations of my last report in regard to the reduction of the number of officers in the naval service, and the

manner of filling the higher grades; and to refer again to the suggestion there made for increasing the time of service for cadet-midshipmen at the Naval Academy; and I would further suggest that, after the abolition of the grade of commodore in the manner proposed, Congress should, by law, provide a certain amount of actual sea-service to be served by an officer in each grade before he shall be eligible, in time of peace, for promotion to a higher one.

NAVAL-PENSION FUND.

Statement of the number and yearly amount of pensions of the Navy on the rolls, November 1, 1872, and the amount which was paid during the last fiscal year.

	On the rolls, November 1, 1872.	Yearly amount of pensions on the roll, November 1, 1872.	Amount paid for pensions during the fiscal year ended June 30, 1872.
Navy invalids	1,495	\$142,227 50	\$149,442 85
Navy widows and others	1,765	275,706 00	253,186 57
Total	3,260	417,933 50	444,629 42

At the last session of Congress a special increase of pensions was made by act of June 8, 1872, of 20 per cent. to those having lost a limb, or are otherwise disabled in a manner which is equivalent thereto. This increase has not been included in the above table, but will be as follows:

There are on the rolls 15 of the first grade, increase \$75 per year	\$1,125
There are on the rolls 22 of the second grade, increase \$48 per year	1,056
There are on the rolls 196 of the third grade, increase \$36 per year	7,056
Extra addition to the rolls by act June 8, 1872	9,237

ESTIMATES AND EXPENDITURES.

The appropriations made by Congress for the fiscal year ended June 30, 1872, amounted in the aggregate to \$20,964,717.25; the actual expenditures for the same period, to wit, from July 1, 1871, to June 30, 1872, chargeable to that appropriation, amounted to \$17,694,685.76. This last amount will of course be increased by the discharge of existing contracts and liabilities incurred in distant parts of the world, but it is believed that when all demands upon the appropriation shall have been satisfied the actual expenditures will still remain more than \$2,000,000 less than the amount appropriated. The appropriations for the current fiscal year, commencing July 1, 1872, and ending June 30, 1873, amount in the whole to \$19,704,558.57. The amount of this appropriation drawn, up to the first of the present month, is \$8,275,573.07; this,

reduced by the amount remaining in the hands of the various paymasters and agents of the Government, will leave \$6,000,000 as about the amount actually expended from the current appropriations during the working months of the present fiscal year. A detailed account of the monthly expenditure of the appropriations for the fiscal year 1871-'72, and for the present fiscal year, (1872-'73,) to November 1, will be found annexed hereto.

ESTIMATES.

Pay of officers and seamen of the Navy.....	\$6,500,000 00
Pay of civil establishment in navy-yards, &c.....	338,321 00
Artillery and Torpedo Corps.....	821,507 00
Coal barge, and equipments.....	1,500,000 00
Navigation, navigation supplies, &c.....	134,500 00
Hydrographic work.....	217,800 00
Naval Observatory, Nautical Almanac, &c.....	64,600 00
Repairs and preservation of vessels, &c.....	3,775,000 00
Steam-machinery, tools, &c.....	2,400,000 00
Provisions.....	1,587,600 00
Repairs of hospitals and laboratories.....	40,000 00
Surgeons' necessities.....	40,000 00
Contingent expenses of various departments and bureaus.....	1,312,000 00
Naval Academy.....	193,458 25
Support of Marine Corps.....	1,177,311 25
Printing and binding.....	103,000 00
Naval Asylum, Philadelphia.....	51,650 00
	<hr/>
	20,256,747 50

and to these is added the sum of \$2,146,310 for permanent improvements, current repairs of buildings, docks, and incidental expenses in navy-yards, &c.

These estimates are somewhat larger than those which were offered last year, but the increase will be found, on examination, to be almost wholly owing to the imperative demands for improvements in our steam-machinery, for several years past eked out by the use of old and sometimes imperfect materials, the requirements of which are elsewhere referred to, and to the obvious policy of enlarging and developing our

TORPEDO SYSTEM.

These cheapest but most powerful weapons of defense, called torpedoes by Fulton, who invented them, were at first little regarded, but their use is now established as a necessity of naval warfare. England, Germany, Austria, and even China are devoting much attention to their preparation and employment. This weapon seems to have an especial value to the United States. Our separation from the political complications of Europe produces a security which has resulted in notorious unpreparedness to meet any sudden hostile emergency, which can come only from the sea, by an armed navy in proportion to our strength or to the extent of our coasts. A well-developed system of torpedo warfare would, to some extent, possibly to a large extent, meet this condition of

unreadiness. Naval construction has not yet even remotely indicated any floating structure which can withstand the destructive power of the modern fulminate, skillfully applied. While torpedoes are the cheapest of naval weapons, and within the means of the poorest nations, they are irresistible to the strongest and best prepared. The idea, even, of their employment appeals so strongly to the imagination, that powerful fleets have been kept aloof simply by their supposed presence. During the war of our rebellion means had to be constantly used for warding off or catching floating torpedoes, and the bottoms of southern harbors were dragged for stationary ones, which were pulled from their places to the shore, or exploded from a safe distance. This earlier use, both for attack and defense, of these means, devised under the pressure of immediate necessity, and employed at the moment, has already been largely improved upon, and needs still further elaboration. Further experiments are requisite, and the use of methods of attack and defense in the same hands, in order that each may perfect the other.

Torpedo warfare is still in its infancy; but it is the infancy of a most powerful development, and it is especially the policy of the United States to foster its growth as a weapon adapted to our situation.

The attention bestowed upon this subject by our service has not been without much fruit. A torpedo-boat, for instance, just tested at Newport, almost submerged, is controlled by human will acting at a safe distance. It advances, turns, or stops, at the touching of an electric key connected from the operator's hand by a wire unrolled from the boat. This boat carries 500 pounds of explosive material, which can be fired on contact with an enemy.

This subject is in its nature not a matter for much public illustration, and I will at this time only point to the many instances in which torpedoes have played an important part in recent wars, and add, that the judgment of the most careful and experienced officers in our service is unanimous and strong in favor of the use of every means of enlarging and improving our knowledge of torpedoes, and of providing liberally for their investigation and use.

It would be a grave error, however, while advocating the importance of torpedoes as one means of attack and defense, to forget that these will not alone suffice for naval purposes.

The history of our own recent war shows some of the uses for naval vessels, in which torpedoes can take no part.

Men-of-war add to the security of our citizens in foreign countries, often semi-barbarous; they give protection to our commerce against illegal violence; they strengthen the hands of diplomatists at hostile or half-civilized courts. Situations are frequent in which the words of peace and of reason will only be heard when supported by the argument of the presence of a man-of-war's battery.

These considerations have already been frequently presented at length, and it is hardly necessary that I should pause to do more than call attention to them again.

I refer to the reports of the various Bureaus, and the reports in the appendix, for more detailed and comprehensive information on many of the subjects mentioned, and others of interest to the service and the country; and, in conclusion, I again express my obligations to the able officers, chief clerks, and assistants of the Department, and of all its branches, for the great and unremitting attention and assistance which I have received at their hands.

GEO. M. ROBESON,
Secretary of the Navy.

The PRESIDENT.

SUPPLEMENT.

Exhibit of expenditure chargeable to Navy appropriations.

Date.	Drawn.	Refunded.	Expended.
APPROPRIATIONS FOR 1871-'72.			
1871.			
July	\$1,549,750 00		\$1,549,750 00
August	2,830,901 95		2,830,901 95
September	1,409,280 59	\$4,000 00	1,405,280 59
October	1,152,620 00		1,152,620 00
November	2,114,468 03	1,000 39	2,113,467 70
December	1,202,444 25	54 54	1,202,389 71
1872.			
January	1,381,807 31	39,608 01	1,342,199 30
February	1,373,618 81	80,421 89	1,293,196 92
March	1,384,157 95	100,453 46	1,283,704 49
April	1,667,147 58	423,954 70	1,243,192 88
May	1,166,996 73	46,479 59	1,120,517 14
June	1,646,283 69	488,818 61	1,157,465 08
	18,879,476 89	1,184,791 13	17,694,685 76
APPROPRIATIONS FOR 1872-'73.			
1872.			
July	2,224,473 91		2,224,473 91
August	1,386,369 39	06	1,386,369 33
September	2,705,339 08		2,705,369 08
October	1,969,131 41	9,770 66	1,959,360 75
	8,285,343 79	9,770 72	8,275,573 07

APPENDIX.

MOVEMENTS OF THE FLEETS, ETC.

EUROPEAN STATION.

The Wabash, flag-ship, which left New York November 17, 1871, arrived at Villefranche December 30, having touched at Madeira, Cadiz, Gibraltar, Cartagena, and Hyères Roads. Rear-Admiral James Alden relieved Rear Admiral Charles S. Boggs of the command of the fleet at Villefranche, January 1, 1872, the Shenandoah, Brooklyn, Juniata, Plymouth, and Wachusett being in port at the time.

During the months of January, February, March, and April all the ships were kept together, and were exercised repeatedly in fleet and division sailing, under steam and sail, target and other practice. April 20 they arrived at Marseilles from Toulon. Early in June they arrived at Gibraltar, having cruised as follows:

Wabash left Marseilles May 1, returned May 6; sailed May 25 and arrived at Villefranche same day; sailed June 1, and arrived at Gibraltar June 6.

Brooklyn left Marseilles April 27, visited Leghorn, Toulon, (twice,) Villefranche, (twice,) Salines, Hyères, and arrived at Gibraltar June 6.

Congress joined the fleet at Toulon April 3, having touched, on the way from Norfolk, which port she left February 14, at Madeira and Gibraltar. From Toulon she proceeded to Marseilles; left there April 27 for a practice cruise; returned to Toulon May 3; left May 16, visited Leghorn and Villefranche, and arrived at Gibraltar June 6.

The Shenandoah left Marseilles April 27; arrived off Villefranche the next day; sailed May 1; arrived at Genoa the next day; left there May 14; arrived at Toulon May 15, where she remained until May 25, and then sailed, via Villefranche, for Gibraltar, arriving at the latter place June 5.

The Plymouth left Marseilles April 28, arrived at Barcelona, Spain, the following day, remained there until May 4, touched at Toulon and Villefranche, and arrived at Gibraltar June 6.

The Wachusett left Marseilles April 27; arrived at Port Mahon April 29; left May 5; arrived at Marseilles May 8; left May 13; arrived at Barcelona the next day; left the latter port May 31, and arrived at Gibraltar June 3.

The fleet left Gibraltar June 10, and arrived at Lisbon, Portugal, June 13. While at Gibraltar they were hospitably received and entertained by the governor of the post, General Sir Fenwick Williams.

At Lisbon there was a temporary separation of the fleet, the Wabash, Congress, and Wachusett leaving Lisbon June 17, for Southampton, and the Brooklyn, Shenandoah, and Plymouth remaining in port.

The Wabash arrived at Southampton June 24, the Congress June 23, and the Wachusett June 22.

The fleet was again united at Southampton in July. The Brooklyn arrived there July 26, having left Lisbon July 9, and having touched at

Ferrol, Spain, on the way up. The Shenandoah arrived there July 29, having left Lisbon July 9, and having touched at Queenstown and Plymouth. The Plymouth arrived there July 22, having left Lisbon July 8, and having touched at Bordeaux.

July 16, Rear-Admiral Alden transferred his flag temporarily to the Wachusett, and proceeded to Antwerp, Belgium, arriving the next day. The Wachusett touched at Spithead long enough to exchange naval courtesies. Leaving Antwerp July 27, she arrived at Southampton the following day.

July 31, the fleet was visited, at Southampton, by their royal highnesses the Prince and Princess of Wales, in company with their suites, who were received with the honors due them and appropriately entertained. Subsequently the rear-admiral and other officers were entertained by his royal highness the prince, and were presented to Her Majesty the Queen.

The fleet left Southampton Water August 5, with the exception of the Plymouth, which sailed August 1, and arrived at Lisbon, Portugal, early in October. In the mean time they had made the following movements:

The Wabash, having touched at Cowes and Deal, arrived off Cuxhaven, Germany, August 14. She was moved to Glückstadt August 25, remained there until September 16, arrived at Cherbourg September 21, sailed October 1, and arrived at Lisbon October 7, touching, on the way, at Falmouth.

While at Glückstadt the Wabash was visited by his royal highness Prince Adalbut von Prussen, cousin to the Emperor, and the admiral-in-chief of the German navy, who was received with all the honors due to his rank. Rear-Admiral Alden and other officers visited Berlin, and were received by the Prussian authorities with distinguished courtesy and consideration, and were regarded as the guests of the Emperor. They were presented to the Emperor and Empress, and had the honor of dining with them at the palace.

The Brooklyn touched at Cowes and Deal, and arrived at Gravesend August 13. Left there August 29, and the following day arrived at Texel, Holland. She remained at Texel until September 13, went to Brest, and was in that port from September 17 to October 1. She arrived at Lisbon October 6.

The Congress, touching on the way at Cowes, arrived at Cherbourg August 10. Left there September 9, and arrived at Falmouth September 10. Left Falmouth September 14, and arrived at Brest the same day. She left the latter port October 1, and arrived at Lisbon October 5.

The Shenandoah, after leaving Southampton, touched at Cowes and Deal, and arrived at Havre August 15. She left the latter port August 23, visited Thames Haven, England, and returned August 29. She remained at Havre until September 20, touched at Cherbourg and Brest, and arrived at Lisbon October 7.

The Plymouth left Southampton August 1; arrived at Gravesend the following day; remained there until August 22. Arrived at Portland August 23, where she remained until August 27, and the same day went to Cherbourg. She left Cherbourg September 18, was at Brest from September 19 to September 30, and arrived at Lisbon October 6.

The Wachusett left Southampton August 5, arrived at Cowes same day, sailed on the 9th, touched at Deal, Gravesend, Cuxhaven, and Glückstadt, and reached Hamburg August 18. She left Hamburg September 13, arrived at Glückstadt same day, left there September 16, was at Texel, Holland, from September 17 to September 20, at Spit-

head from September 21 to September 26, at Cherbourg from September 27 to October 3, and arrived at Lisbon October —.

The Wabash, Congress, Wachusett, Plymouth, Brooklyn, and Shenandoah sailed from Lisbon October 21, and arrived at Cadiz October 23; from which latter port they expected to proceed in a few days for Gibraltar, where the vessels would separate, the Brooklyn, Plymouth, Congress, and Shenandoah for extended cruises to all parts of the eastern Mediterranean, the north coast of Africa, and the coasts of Spain, France, and Italy, while the Wabash and Wachusett would proceed to Nice, stopping at the most important points on the way, refit, and continue on a cruise down the coast of Italy, and beyond, for the winter.

While the fleet was at Lisbon civilities were exchanged with the royal family of Portugal; the rear-admiral and the commanding officers were, on the 15th of October, presented to His Majesty Don Fernando, the ex-King Regent, and on the following day were presented to their Majesties the reigning King and Queen. On the 19th of October their Majesties, with their suites, visited the Wabash, and were received with due honors; and the next day the rear-admiral and the commanding officers of the fleet dined with their Majesties at the palace of Ajuda.

The Juniata returned home from this station in June, and was put out of commission at Boston July 11. She left Marseilles for home April 29, having visited, since her arrival at Villefranche in November, 1871, Genoa, Marseilles, Toulon, Hyères Roads, and the Gulf of Ioua.

PACIFIC STATION.

The California, flying the flag of Rear-Admiral John A. Winslow, sailed from San Francisco December 1, and arrived at Honolulu December 24, 1871; left there January 4 for the coast of South America, visited Valparaiso, and arrived at Callao April 17, 1872. On the way from Valparaiso to Callao she touched at Coquimbo and Caldera, in Chili, and Arica, in Peru; also the Chincha Islands. On the 30th April, while the California was at Callao, Rear-Admiral Winslow, with his staff, called on his excellency Don José Balta, President of Peru, and on the 1st of May the latter visited the California and was received with the customary honors. Sailing from Callao May 4, the California arrived at Panama May 16. She remained at Panama until September 9, Rear-Admiral Winslow having, in the mean time, been detached from the command of the station, and then proceeded to San Francisco, arriving there November 13.

The Pensacola, bearing the flag of Commodore R. N. Stembel, sailed from San Francisco January 1, and arrived at Panama February 8. While at Panama the vessel was visited by Señor Correoso, President of the state. Leaving Panama March 28, she arrived at Valparaiso May 9, from which latter port she sailed May 29, and arrived at Callao June 9. During the revolutionary troubles in Lima—lasting from July 2 to August 2—the Pensacola afforded an asylum for citizens of the United States. August 28 the vessel was visited by Don Manuel Pardo, the newly-inaugurated President of Peru, and August 31 sailed for Payta, where she arrived September 4. She remained at Payta ten days and sailed for Panama, arriving at the latter port September 21. October 10, Rear-Admiral Charles Steedman hoisted his flag on board, and the Pensacola sailed from Panama October 16 for a cruise southward. She arrived at Payta October 22, remained there eight days, and sailed for Valparaiso.

The Ossipee, flag-ship of Commodore D. McDougal, commanding

south squadron Pacific fleet, in December, 1871, visited Caldera, Chili, Migillones de Bolivia, and Arica, and arrived at Callao January 3, 1872. She remained there during the month, and in February visited Paraca, Peru, and returned to Callao—Commodore McDougal having, on the 28th of that month, hauled down his flag at Callao. In May she proceeded to Payta. June 6 she left Payta for New York, touched at Valparaiso July 6, left there July 11, passed through the Straits of Magellan, stopping at Sandy Point, and arrived at Rio de Janeiro September 15. She sailed from the latter port September 23 and arrived at New York November 18; to be put out of commission.

The St. Mary's, which, as stated in last report of movements of vessels, left Tahiti July 25, 1871, arrived at Apia, Navigator group; August 8. She remained at Apia until August 18, conducting certain investigations, and proceed to Levúka, Fiji, via the Phoenix group, arriving there September 16. She remained at Levuka until October 19, engaged in the investigation of complaints and claims, and then proceeded to Sydney, New South Wales, at which port she arrived November 3. She sailed from Sydney January 4, arrived at Auckland, New Zealand, January 25, remained there until about the middle of February, and proceeded to Talcahuana, Chili, which port she reached March 20. On this cruise she had been absent over nine months and sailed 19,000 miles. She visited Valparaiso and Callao, and left the latter port about the 4th of May, and arrived at Honolulu, Sandwich Islands, June 12. From Honolulu she sailed August 7, and arrived at Esquimalt Harbor September 18, via the Aleutian Islands. After a few weeks' stay at Esquimalt she proceeded to San Francisco, arriving there October 26. Orders have been issued for her to return, via Cape Horn, to the Atlantic coast and enter the port of Norfolk.

The Benicia was commissioned at Mare Island, California, about the 16th of September, and is attached to the North Pacific station.

The Narragansett sailed from San Francisco December 1, 1871, and arrived at Honolulu December 23, where she remained until about the 28th of January, and then proceeded to the Samoan group, arriving there February 14. After a survey of the harbor of Pango-Pango, Tutuila, and a visit to Apia, she returned to Honolulu, via Bermuda, Phoenix, and Guano Islands, arriving May 13. During this period of sixty days much time was spent making surveys. July 6 she sailed from Honolulu for the Marshall and Gilbert Islands, and thence to Australia. She arrived at Sydney September 23, having visited Christmas, Baker, Byron, Peru, Drummond, Apaiang, Tarawa, Arhno, Mulgrave, and Ebon or Covell group. Surveys were made at Byron, Peru, Arhno, and Ebon. After refitting at Sydney she would proceed direct to Callao.

The Resaca lay at Callao from October, 1871, to January 18, 1872, at which latter date she sailed for Talcahuana and Valparaiso, visiting those ports and also Coquimbo and Caldera. She returned to Callao April 12. From the South American coast she proceeded on a cruise through the South Sea Islands, and visited Paputa, Tahiti, Pango-Pango, Tutuila, and Apia; Upolu in June; Levuka, Fiji, in July; Apia in August; Honolulu in September, and arrived at navy-yard, San Francisco, November 3, and has been put out of commission.

The Onward has been permanently stationed at Callao as a store-ship.

The Mohican arrived at Panama January 4, from San Francisco, having touched at Mazatlan *en route*. She sailed from Panama January 16 visited Mazatlan and La Paz, and arrived at San Francisco April 18 and was put out of commission in June.

The Saranac left San Francisco November 7, 1871, and anchored in

Magdalena Bay, Lower California, November 13. She left Magdalena Bay December 8, visited Pichilingue Bay December 10, and arrived at Guaymas December 21, remained there a few days, and proceeded to San Blas. During this cruise she visited and revisited Mazatlan, Guaymas, San Blas, La Paz, and Pichilingue, and returned to San Francisco March 2. She sailed from the latter port May 16, and arrived at Panama June 30, having touched *en route* at Mazatlan, San Blas, and Acapulco. In October she sailed from Panama for San Francisco, and will probably visit, on the way up, Corrinto, Acapulco, Mazatlan, San Blas, La Paz, Guaymas, and Magdalena Bay.

The Tuscarora was put in commission at Portsmouth, New Hampshire, May 16, and sailed June 22, to join the force on the South Pacific station. She arrived at Funchal July 17, at Rio de Janeiro August 22, and left the latter port September 9 for Valparaiso. She was at Sandy Point October 7.

The Omaha was put in commission September 12 at Philadelphia, and sailed October 8 to join the force on the South Pacific station.

ASIATIC STATION.

The Colorado, flag-ship of Rear-Admiral John Rodgers, was at Yokohama from August 21 to December 7, 1871, at which latter date she proceeded to China, touching at Nagasaki, and arriving at Woosung anchorage, below Shanghai, December 23. While at Yokohama she was visited, November 20, by the governor, vice-governor, and minister of war, and, November 28, by his excellency, Iwackara, prime minister of the empire, with his suite, and the minister of war. November 20 Rear-Admiral Rodgers, with his staff, had an audience with the Mikado at the capital. The Colorado sailed from Woosung January 10, and arrived at Hong-Kong January 14, 1872; remained at Hong-Kong until March 30; proceeded, via Amoy, to Nagasaki, and arrived at the latter port April 8. She left Nagasaki April 10, passed through the Inland Sea, touched at Kobe, and arrived at Yokohama April 23. Rear-Admiral T. A. Jenkins having arrived out, an exchange of command of station took place May 15, and Rear-Admiral Rodgers returned home. June 20 Rear-Admiral Jenkins had an audience with His Majesty the Tenno, at the imperial palace. June 20 the Colorado left Yokohama; was at Hakodadi from June 23 to June 27, within which time visits were exchanged with the governor, and returned to Yokohama July 1. She left the latter port July 12, and arrived at Kobe July 14, at which port she remained until August 21, and then proceeded to Nagasaki, arriving there August 24. Visits were here exchanged with the governor. From Nagasaki the Colorado proceeded to Chefo, where she was the middle of September, in a few days from which time Rear-Admiral Jenkins proposed to transfer his flag to the Ashuelot, and proceed to Tientsin; also to visit Peking. Orders were sent out for the Colorado to leave Singapore in December, and return to the United States, via the Cape of Good Hope.

The Beucia, after her return from the Yang-tse in the fall of 1871, remained most of the time at Shanghai, visiting Ningpo in November. She sailed from Shanghai November 22, arrived at Amoy November 27, and at Hong-Kong December 10. From this port she sailed January 5, 1872, for the Philippine Islands, visited Iloilo, in the island of Panay, Zebu, in the island of that name, Manila twice, and returned to Hong-Kong February 20. March 29 she sailed for Amoy, where she received Consul Le Gendre on board and conveyed him to Foo-chow. She left

Foo-chow April 17, touched at Shanghai, and arrived at Nagasaki May 2. She remained on the coast of Japan until July 4, on which day she sailed from Yokohama for San Francisco, arriving there August 5, and has since been recommissioned and attached to the North Pacific station.

The Alaska sailed from Nagasaki November 4, 1871, arrived at Yokohama on the 9th, and followed the Colorado to Yeddo the 13th, conveying Minister De Long. She returned to Yokohama, with the Colorado, November 21. She remained at Yokohama, which was her headquarters, until May 13, 1872, when she proceeded to the coast of China, visiting Kobe and Nagasaki *en route*, and arriving at Shanghai June 4. She left Shanghai July 6 for Neu-chwang, arrived there July 18, remained until August 7, and arrived at Che-foo August 22. Orders were sent out for her to return to San Francisco, but subsequently to New York, via Cape Horn.

The Ashuelot sailed from Shanghai October 17, and arrived at Foo-chow October 21. From the latter port she proceeded to Woosung; arrived there January 2, 1872. January 11 she proceeded to Foo-chow, thence to Amoy in February. At Amoy she received Consul Le Gendre on board, and left February 29 for Formosa. She visited Tai-wai-fu, Pong-Sian Bay, Sian-Kian Bay, and, leaving the island March 12, returned to Amoy, thence to Swatow and Hong-Kong, at which latter port she arrived March 20. March 21 Rear-Admiral Rodgers and his staff proceeded in the Ashuelot to Canton, where an interview took place March 26 with the viceroy. The visit was returned by the latter the following day, and the Ashuelot, with the rear-admiral and his staff, returned to Hong-Kong March 28. She remained at Hong-Kong, Canton, and Whampoa about a month, proceeded up the coast, touching at ports *en route* to Shanghai, and thence to Japan, where she spent some months in surveying the Inland Sea and the waters near Kobe. She visited Osaka, returned to Kobe, and then proceeded to Yokohama, arriving July 28. August 13 she relieved the American bark Emma Augusta from a dangerous position where she had grounded. She left Yokohama August 17, visited Kobe and Simonosaki, and arrived at Che-foo August 30. Rear-Admiral Jenkins proposed to transfer his flag to her, temporarily, about the middle of September, and proceed to Tien-tsin, where the Ashuelot would remain during the winter months.

The Monocacy having completed the survey of the north channel at the mouth of the Yang-tse, on which she was some time engaged, accompanied the Benicia, to Ningpo on November, 1871, and returned to Woosung anchorage. She then made a cruise up the Yang-tse, and returned to Shanghai February 4. She remained on the coast of China until June, and then went to Japan to stay during the typhoon season. She visited the chief ports of the empire, Nagasaki, Simonosaki, Mahara, Yokohama, and Yokoska, at which latter place she was docked about August 26, and then proceeded to Che-foo. She may winter at Tien-tsin.

The Saco sailed from Naples, December 14, 1871, for the Asiatic station, proceeding via the Suez Canal, and touching at Aden, Point de Galle, Sagon, and Singapore, and arrived at Hong-Kong in April, left there April 13, visited Amoy and Foo-choo, and reached Shanghai May 6. She had to undergo repairs at Shanghai, and expected to be ready for service about the 1st of October.

The Lackawanna arrived at Yokohama August 18, from San Francisco, (having been commissioned May 9,) and reported for duty on the station. She was to remain at Yokohama until about the 1st of October, visit Kobe and Nagasaki, and then go to Shanghai, China.

The Iroquois sailed from New York, March 18, for the Asiatic station, via the Suez Canal; arrived at Gibraltar April 15; Malta, May 3; Port Said, May 25; Aden, June 9; Singapore, July 7; Bangkok, July 24; and Hong-Kong, August 17. While at Bangkok, the commander of the Iroquois, with his staff, was presented to the first and second Kings of Siam. The Iroquois was expected at Shanghai by or before October 1.

The Palos wintered at Tien-tsin, which port she left April 2, visited Teng-chau-fu and Che-foo, and arrived at Shanghai April 15, from which place she sailed, August 22, for Ningpo, to return to Shanghai by the 20th of September.

NORTH ATLANTIC STATION.

The Worcester, flag-ship of Rear-Admiral S. P. Lee, arrived at Hampton Roads from Boston, January 23, 1872, where she remained making preparations for sea until February 4, and on that date sailed for, and arrived at, Key West, February 10; sailed thence February 16, for Havana, and arrived at that port the following day and remained there, with the exception of two days' absence in March on a visit to Matanzas, until April 10, when she left for Key West, and arrived there the 11th. Left Key West May 9, for, and arrived at, Aspinwall, the 17th. Sailed thence for Key West, May 22, and arrived there June 3. Remained at Key West until July 30, when she sailed for, and arrived at, Hampton Roads August 6. On the 12th of August Rear-Admiral Lee hauled down his flag, and relinquished command of the North Atlantic station.

On the 12th of August the Worcester sailed for Boston, and arrived there the 16th. On the 20th Rear-Admiral J. F. Green, having been appointed to the command of the North Atlantic station, hoisted his flag on board of her. While at Boston she was docked, her propeller was replaced by another, her bottom cleaned, and slight repairs made upon her. Left Boston October 12 for Hampton Roads, and arrived there the 18th for the purpose of filling up deficiencies in complement of crew, preparatory to proceeding on a cruise in the West Indies. On the 26th October left Hampton Roads for Key West, via Saint Thomas, San Juan, Samana Bay, and Havana. She touched at Saint Thomas, November 3, Saint John's November 7, and arrived at Samana November 12.

The Terror arrived at Havana from Key West, December 1, 1871, remained there making extensive repairs on her boilers until April 18, when she left for Key West, and arrived at that port the next day, and has not left it since.

The Swatara arrived at Norfolk, Virginia, November 25, 1871, and was put out of commission December 11, 1871.

The Nipsic arrived at Havana December 4, 1871, from Pensacola via Key West, where she was docked and repairs made upon her rudder-post, copper, &c. Left Havana April 8, touched at Matanzas, and arrived at Key West April 12. On April 18 she left Key West under orders to relieve the Nantasket at Samana Bay, touched at Cape Nicola Mole and Puerta Plata, and arrived at Samana Bay the 30th of April. Left Samana Bay on the 18th of May, and visited the following-named ports in the order mentioned: San Domingo City, Tortuguero, San Domingo City, Ponce, and Saint Thomas, arriving at the latter port May 31. Since her arrival at Saint Thomas no report of her movements has been received, but she has orders to make Samana Bay her headquarters, to visit the principal ports of the island of San Domingo,

the ports of San Juan and Ponce, (island of Porto Rico,) Saint Thomas, and the ports of Guantanamo and Santiago de Cuba (east end of Cuba) as often as practicable.

The *Nantasket* was employed from December 1, 1871, to April 30, 1872, in the waters of the island of San Domingo, eastern end of the island of Cuba, &c. She left Samana Bay February 11, visited Saint Thomas, and returned to Samana Bay February 24. Left Samana Bay March 2, for, and arrived at, San Domingo City March 5. Left San Domingo City March 10, and arrived at Port au Prince March 14. Took the United States Minister Basset from the latter port to Saint Mark's, returned and left again March 20, and arrived at Santiago de Cuba March 30. Left Santiago de Cuba April 10, touched at Guantanamo and Cape Hayti, communicated with the authorities of, and United States consuls at, those ports, and arrived at Samana Bay April 24. The *Nip-sic* having relieved her on April 30, she left Samana Bay May 5, for Key West, and arrived there June 8, having touched on the passage at the ports of San Domingo City, Guantanamo, Santiago de Cuba, Trinidad, Cienfuegos, and Havana. On the 9th of June she was detached from the North Atlantic station, and was put out of commission at Portsmouth, New Hampshire, July 25.

The *Kansas* reported for duty on the North Atlantic station November 24, 1871. She arrived at Havana December 5, 1871, and left that port for Key West February 25, 1872, to obtain supplies and await the arrival of Commander A. F. Crossman, preparatory to her going on the Nicaragua surveying expedition, on which service she was detailed and employed until her return to Key West, July 13.

On July 27 she left Key West for the purpose of assisting a steamer reported to be on shore about ninety miles to the northward and eastward, and returned the 28th. Left Key West again August 6th to determine positions for telegraph company and to assist in picking up their telegraph-cable between Havana and Key West, and returned August 13. Having been detached from the North Atlantic station, she sailed from Key West August 21, and arrived at Halifax, Nova Scotia, September 5; left Halifax September 17, and arrived at Salem, Massachusetts, September 24; left Salem October 22, and arrived at Newport, Rhode Island, October 24; left Newport November 20, and arrived at New York November 21, where she is fitting for service in connection with the Nicaragua survey, and will be again attached to the station.

The *Pawnee* was employed as a hospital-ship, and stationed at Pensacola until June 17, 1872, when she was detached from the North Atlantic station and placed under the command of the commandant of the Pensacola navy-yard.

The *Canandaigua* was commissioned at New York February 2, and reported for duty on the North Atlantic station April 8, 1872, at Key West, where she remained until June 16, when she went to Havana and returned on the 20th. On the 2d of July she left Key West for Puerto Cabello, to inquire into the case and to give necessary protection to the steamer *Virginus*, whose seizure was threatened by a Spanish man-of-war off that port. She touched at Cape Haytien and Samana Bay on the passage, and arrived at Puerto Cabello on the 14th, and returned to Key West July 22 from that port. On the 29th of July she was dispatched on a cruise to the coast of Mexico, and visited Sisal, Campeche, Frontera, (Tobacco River,) Guazacolcas, Vera Cruz, Tampico, and left the latter port on the 12th for, and arrived at, Pensacola on the 21st of August. At each of the above-named ports on the Mexican coast the United States consuls and local authorities were visited, with the excep-

tion of those at Vera Cruz, where the yellow fever and small-pox prevailed to such a degree as to prevent it.

She repaired at Pensacola, and left that port October 19 with orders to proceed to Key West and give such protection and assistance to our commercial interests there, in its vicinity, and on the northern coast of Cuba as opportunity may offer.

The Wyoming reported for duty on the North Atlantic station April 1, 1872, at Key West; arrived at Havana April 3, and sailed for Key West April 18, conveying the iron-clad steamer Terror, and arrived there April 19. Left Key West for Aspinwall April 29, touching at Kingston, Jamaica, May 5, to inquire into the case of the steamer Edgar Stuart. *En route* proffered assistance to the English bark Rhea Sylvia, ashore on Macaras Reef. Left Kingston May 14, after the departure of the Edgar Stuart, and arrived at Aspinwall May 18, where she remained attending to the case of the Edgar Stuart until August 10, when she left for Key West, and arrived there the 27th. Her officers and crew being very much debilitated by remittent fever, which prevailed very generally on board while at and after she left Aspinwall, she was ordered to New Bedford, Massachusetts, and arrived there September 6, where she was repaired. She left New Bedford November 25, under orders to proceed to Hampton Roads, and thence to Key West.

The Shawmut reported for duty on the North Atlantic station at Samana Bay December 2, 1871. She was dispatched January 3, 1872, to Orinoco River (where a blockade had been declared by the Venezuelan government) to give protection to United States commerce. On her passage to the river she visited Guadeloupe, Martinique, Trinidad, and arrived at Ciudad Bolivar February 21. She left that port May 10, *en route* for Key West, where she arrived July 31, having touched at Trinidad, La Guayra, and communicated with Caracas, and at Puerto Cabello. During the month of August she was employed a few days in locating a submarine cable in the vicinity of Key West, and afterward was undergoing repairs at that port until the 27th of September, when she sailed on a cruise to the coast of Mexico.

The Saugus was put in commission at Philadelphia November 8, receiving the officers and crew of the Canonicus. She is under orders to proceed to Key West in company with the Powhatan.

SOUTH ATLANTIC STATION.

The Lancaster, flying the flag of Rear-Admiral Joseph Lanman, arrived at Rio de Janeiro November 6, 1871, last from Santos, and sailed November 22 for Montevideo, reaching there December 5. She left Montevideo January 10, 1872, visited Maldonado, and returned January 23. She sailed from Montevideo March 9, and arrived at Rio de Janeiro March 27. March 31 she joined, at the request of the Brazilian admiral, in the military and civil display on the occasion of the arrival of the Emperor Don Pedro II, dressing ship, manning yards, firing salute, &c. May 22, at Rio de Janeiro, Rear-Admiral Lanman transferred the command of the station to Rear-Admiral William Rogers Taylor.

June 1 Rear-Admiral Taylor was presented to the Emperor and Empress of Brazil, and June 27 there was a transfer of officers and crew between those then on board the Lancaster and those who came out in the Portsmouth and Supply. July 18 being the anniversary of the coronation of the Emperor of Brazil, and July 23 the occasion of his attainment to majority, the Lancaster joined in the honors to the

occasions. The Lancaster was at Rio de Janeiro October 24, the latest dates from the station, undergoing repairs.

The Ticonderoga sailed from Rio de Janeiro, September 5, 1871; visited Montevideo, (twice,) Maldonado, Pernambuco, Maceio, Bahia, and returned to Rio de Janeiro February 9, 1872. She sailed from the latter port again February 23, arrived at Montevideo March 7, left April 2, proceeded to Santos, and returned to Rio de Janeiro May 19. She sailed from Rio de Janeiro on a third cruise June 21; visited Bahia, Maceio, Pernambuco, Ceara, Maranhã, and Para, and returned to Rio de Janeiro September 5. From the last-named port she proceeded, September 25, to Santos and Saint Catharine's and to Montevideo, where she was on the 16th of October last.

The Wasp has been employed in the La Plata, Parana, and Paraguay Rivers during the year—making her headquarters at Montevideo. From August, 1871, to July, 1872, she visited Maldonado, Rosario, Buenos Ayres, and Colona repeatedly, according to our interests. July 15, she sailed from Montevideo for Asuncion, Paraguay, conveying the Hon. John L. Stevens, the United States minister to Uruguay, who desired to visit that place. While on this service she visited all the principal places on the Parana River, reaching Asuncion July 30, and remaining until August 8. The Wasp was flatteringly received at the capital and all the ports visited. While at Asuncion the President of Paraguay and the members of his cabinet visited the Wasp, and the officers of that vessel were entertained on shore, and were the recipients of many courtesies. She returned to Montevideo August 17, and was there as late as October 24.

MISCELLANEOUS.

The Powhatan was put in commission at Philadelphia, February 19; sailed from that port in company with the Canonicus, March 19 for Norfolk. She left Norfolk June 5, proceeded to Portsmouth, New Hampshire, and Portland, Maine, arriving at the last-named place July 9. September 2 she went to sea for a short cruise, and arrived at Eastport, Maine, September 12; remained there a few days and left for Norfolk, arriving September 19. From Norfolk she left with the Canonicus, September 25, for Philadelphia. She is under orders to accompany the Saugus from Philadelphia to Key West, and will be attached to the North Atlantic station.

The Canonicus was commissioned at Philadelphia, January 22; left there March 19 for Norfolk; remained at Norfolk until September 25, when she left for Philadelphia, and was put out of commission November 8, her officers and men having been transferred to the Saugus.

The Portsmouth and Supply were put in commission at New York, April 8, for the purpose of conveying to Rio de Janeiro the relief officers and crew for the Lancaster, and such stores as were needed on the South Atlantic station. The Portsmouth sailed May 3, and the Supply May 1. The former returned from this service August 12, and the latter August 26, bringing home the officers and men of the Lancaster, who had been relieved.

The Portsmouth was put out of commission at New York August 23, and orders given to have her fitted for surveying service in the Pacific. She was so fitted and recommissioned November 4.

The Supply was put out of commission at New York, August 28.

The Mahopac was put in commission at Washington, January 15; proceeded to Norfolk, January 19, arrived at Norfolk the 23d January, and was put out of commission there March 11.

The Frolic was put in commission at Washington, January 18, taking the place temporarily of the Tallapoosa—receiving most of the officers and crew of the latter. February 19 she left on a trip for the northern navy-yards, and returned April 4. She left on a second trip April 20, and returned May 24. June 12, she left for New York, arriving there June 16, and has since then been in service as the flag-ship of the Vice-Admiral commanding the station.

The Tallapoosa, with the exception of about three months, (from January 18 to April 20,) has been engaged in transporting freight between the several navy-yards from Washington to Portsmouth, New Hampshire.

The Constellation sailed from Washington, February 24, on a gunnery-practice cruise. June 12, she sailed from Annapolis with the cadet midshipmen on board for the usual summer's cruise, and returned in September.

The Michigan has been in commission on the lakes.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1874,
by the Navy Department.*

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
SALARIES.		
For salary of Secretary, per act of March 3, 1853, (10 Stat. at L., p. 312, sec. 4.)	\$8,000 00	.....
For salary of chief clerk, per acts of July 5, 1862, (12 Stat. at L., p. 510, sec. 3,) and July 16, 1870, (16 Stat. at L., p. 249, sec. 1.)	2,500 00	.....
For salary of disbursing clerk, per acts of July 5, 1862, (12 Stat. at L., p. 510, sec. 3,) and July 12, 1870, (16 Stat. at L., p. 249, sec. 1.)	2,000 00	.....
For salary of four clerks of class four, per acts of March 2, 1865, (13 Stat. at L., p. 434 sec. 1,) and March 3, 1871, (16 Stat. at L., p. 492, sec. 1.)	7,200 00	.....
For salary of four clerks of class three, per acts of July 5, 1862, (12 Stat. at L., p. 516, sec. 3,) and March 3, 1871.	6,400 00	.....
For salary of two clerks of class two, per acts of July 5, 1862, (12 Stat. at L., p. 511, sec. 3,) and March 3, 1871.	2,800 00	.....
For salary of three clerks of class one, per acts of July 5, 1862, (12 Stat. at L., p. 511, sec. 3,) and March 3, 1871.	3,600 00	.....
For salary of two messengers, at \$240 each, per act of July 12, 1870, (16 Stat. at L., pp. 240, 250, sec. 192.)	1,680 00	.....
For salary of two laborers, at \$720 each, per acts of July 12, 1870, and March 3, 1871.	1,440 00	.....
	35,620 00	\$35,620 00
CONTINGENT EXPENSES.		
For stationery, furniture, newspapers, and miscellaneous items	\$5,000 00	\$5,000 00
PRINTING AND BINDING.		
For Secretary's office	10,000 00	.....
NAVY DEPARTMENT BUILDING.		
SALARIES.		
For salary of superintendent	\$250 00	.....
For salary of five watchmen, per acts of July 5, 1862, (12 Stat. at L., p. 511, sec. 1,) March 3, 1869, (15 Stat. at L., p. 297, sec. 1,) and July 12, 1870.	\$3,600 00	.....
For salary of two laborers, per acts of March 2, 1865, (13 Stat. at L., p. 454, sec. 1,) March 3, 1869, (15 Stat. at L., p. 297, sec. 1,) and July 12, 1870.	\$1,440 00	.....
	5,290 00	\$5,290 00

Estimates of appropriations, &c.—Continued.

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
CONTINGENT EXPENSES.		
For incidental labor, fuel, lights, and miscellaneous items.....	\$7,000 00	\$7,000 00
CONTINGENT EXPENSES. Rent and furniture of buildings and offices not in navy-yards; expenses of courts-martial, courts of inquiry, boards of investigation, examining boards, with clerks' and witnesses' fees, and traveling expenses and costs; stationery and recording; expenses of purchasing paymasters' offices at the various cities, including clerks, furniture, fuel, stationery, and incidental expenses; newspapers and advertising; foreign postage; telegraphing, foreign and domestic; copying; mail and express wagons, and livery and express fees and freight; all books for the use of the Navy; experts' fees and costs of suits; commissions, warrants, diplomas, and discharges; relief of vessels in distress, and pilotage; recovery of valuables from shipwrecks; quarantine expenses; care and transportation of the dead; reports, professional investigation, and information from abroad; and all other emergencies and extraordinary expenses arising at home and abroad, but impossible to be anticipated or classified.	\$125,000 00	\$100,000 00

No. 1.

NAVAL ACADEMY.

UNITED STATES NAVAL ACADEMY,
November 1, 1872.

SIR: I have the honor to submit the annual report of the Superintendent of the Naval Academy.

The estimates for the fiscal year ending June 30, 1874, were transmitted in duplicate to the Department on the 1st September last.

The whole number of students in the several classes at the beginning of the academic year, 1871-'72, was 231, viz: 212 cadet-midshipmen, 16 cadet-engineers, and 3 Japanese students, as follows:

Cadet-midshipmen:	Members.
First class.....	27
Second class.....	33
Third class.....	64
Fourth class.....	91
Total.....	215

including the three Japanese students and a class of cadet-engineers, 16 in number.

The course of studies prescribed by the regulations was pursued with reasonable success until the 20th of May last, when the annual examination of the several classes commenced, and was continued in the presence of the board of visitors until the 30th of the same month, when it was concluded.

Of the first or graduating class of cadet-midshipmen, 1 resigned, 22 graduated and were detached from the Academy for active service, and 4 were found deficient, and recommended to remain at the Academy during the summer, and be re-examined before the beginning of the

present term, in the branches of study in which they were deficient at the annual examination; this recommendation was approved by the Department, and the cadet-midshipmen referred to were examined September 23 and pronounced qualified for promotion to the grade of midshipman, and detached from the Academy on the 24th of the same month.

On June 3, all of the members of the present second class of cadet-midshipmen, save three who were ordered to perform the practice-cruise, were, under the regulations, granted leave of absence, and on the 5th the several classes, viz: late second and now first class, 29 members; late third and now second class, 3 members; late fourth and now third class, 47 members, and transfers to the present fourth class, 21 in number, were embarked for the practice-cruise, in the gunnery-practice ship *Constellation*, Captain William N. Jeffers, United States Navy, commanding.

The *Constellation* sailed from her anchorage on Thursday, the 13th of June, with a total of one hundred students aboard, and arrived in Hampton Roads 15th for stores; sailed from thence and visited Orient Point, Long Island, Newport, Rhode Island, Gardiner's Bay, and New London, making a cruise through Block Island and Vineyard Sounds, remained several days at Vineyard Haven, and finally returned to Newport, Rhode Island, and from thence sailed for the Chesapeake, and arrived in Annapolis Roads on the 29th September.

That the Department may be fully informed relative to the particulars of the cruise, I transmit herewith a copy of the report of Captain William N. Jeffers, United States Navy, which is all that could be desired.

The United States steamer *Tallapoosa*, Lieutenant D. G. McRitchie, commanding, arrived at the Academy on Saturday, the 22d of June, when the class of cadet-engineers, 14 in number, were embarked for practical instruction, save cadet-engineer B. H. Warren, who was on sick-leave at the time, but who afterward joined the ship at Boston.

I also inclose, for the information of the Department, a copy of the report of Second Assistant Engineers John C. Kafer and Charles H. Manning, United States Navy, of the practical instruction of the cadet-engineers, which is full and very satisfactory.

The examination of candidates for admission to the Academy as cadet-midshipmen commenced on the 5th of June, when 74 reported for examination, 3 of whom were withdrawn pending the examination, 1 rejected by the medical board, 26 by the academic board, and 44 were found duly qualified and admitted. In addition, a Japanese student, Prince Takihiko Azuma, was received.

The examination of candidates for admission as cadet-engineers commenced on the 15th and concluded on the 25th day of September; during this time 50 presented themselves for examination, 1 was rejected by the medical board, 2 withdrawn pending the examination, and 47 examined; and a report of their proficiency, arranged in order of general merit, was prepared and transmitted to the Department. These young gentlemen were, like the candidates of last year, subjected to a thorough competitive examination, but taking into consideration the ages at which they presented themselves, they did not, on examination, exhibit that proficiency generally which young men of their ages should have.

Of the number examined the first 17 were appointed, one of whom has since resigned, and also one of those appointed last year, and two other cadet-engineers have, since these resignations, been appointed to fill these vacancies.

On the 20th September, the examination of candidates for admission

as cadet-midshipmen was renewed ; 75 presented themselves for admission, 1 of whom was rejected by the medical board, 30 by the academic board, and 44 were found duly qualified and admitted, making the number found qualified and admitted in June and September 88, and one more Japanese student, and the total number of students in the Academy on its re-opening 260, viz: 222 cadet-midshipmen, 34 cadet-engineers, and 4 Japanese students.

During the last academic year six candidates for admission to the United States Marine Corps as second lieutenants presented themselves for examination, three of whom were found duly qualified for appointment, and three were found not duly qualified under the regulations governing their admission.

In conclusion, permit me to express my entire satisfaction at the results of the practice-cruise of the Constellation, and also of the Tallapoosa, and to express my gratification at the able and zealous manner in which the officers of both vessels have performed their arduous duty.

I have the honor to be, sir, very respectfully, your obedient servant,
JOHN L. WORDEN,

Commodore and Superintendent Naval Academy.

Rear-Admiral AUGUSTUS L. CASE, U. S. N.,

Acting Secretary of the Navy, Washington, D. C.



REPORT OF PRACTICE-CRUISE.

U. S. GUNNERY-PRACTICE SHIP CONSTELLATION, (Third rate,)

Off Annapolis, Maryland, September 29, 1872.

SIR: I submit the following report of the practice cruise of this ship for the instruction of the cadet-midshipmen in seamanship and the routine of a man-of-war.

Prior to the 11th day of June there was received on board 29 cadet-midshipmen of the first class ; 3 of the second class ; 49 of the third class, and 19 of the fourth class turned back from the third class ; 100 in all. On that day the ship was towed to the inner roads, the organization completed, and cadet-midshipmen of the first class assigned to various details, which, in the course of the cruise, would require each in turn to fill every station, from officer of the watch to mates of decks and hold. The other classes were assigned to the different tops.

On the 13th commenced to beat down the bay, the usual southerly winds of the season prevailing ; on the 15th anchored in Hampton Roads, where we were detained three days to obtain a new cross-jack yard from Norfolk.

Put to sea on the 19th of June, ran off to southeast across the Gulf Stream to latitude $31^{\circ} 49'$, and longitude $70^{\circ} 58'$; when, finding the weather warm and damp, recrossed and cruised in the angle between Cape May and Montauk Point until July 5, when I anchored near Orient Point, obtained the mail and ran over to Newport to land midshipmen's wash. The difficulty of dealing with their large wash, the most troublesome part of the practice cruise, may be effectually remedied by making an arrangement with a New York or Boston laundry to send an agent for and to return with the clothes.

While at Newport Commander Matthews exploded a torpedo of 150 pounds from the ship's lower boom, and one from a launch, for the instruction of the midshipmen and officers.

From Newport I returned to Gardner's Bay, which I made my headquarters; I cannot say too much in favor of this beautiful sheet of water, for this purpose. The climate is cool and dry; seldom foggy or rainy, except at night, with regular sea-breezes and ample room for exercise. If more extended cruising is desired, the open sound is reached in half an hour, with convenient anchorages in case of calms or adverse tides. It is desirable to anchor at night, or to shorten sail to barely enough to keep the ship under command, in order to rest the crew and junior class of midshipmen, upon whom all the labor falls (and that no light one) in maneuvers.

I made my anchorage off Orient Point, from which there is daily communication by steamboat with Newport and New London; supplies of all kinds obtained from the neighboring farm-houses.

I varied the monotony by a visit to New London, and also made a cruise through Block Island and Vineyard Sound, remaining several days at Vineyard Haven; finally sailed from Newport on the 5th of September for the Chesapeake, anchoring in Lyn Haven Roads on the 11th, since which time the ship has been under way almost daily, equalizing the practice of the midshipmen in maneuvers.

SEAMANSHIP.

Practical exercises of all kinds have been constant, and in addition the watch below has been regularly instructed and required to recite in seamanship and practical navigation; the watch on deck being exercised on the mizzen; the junior classes in knotting, splicing, &c., under the immediate supervision of the lieutenant of the watch. The routine and etiquette of a man-of-war have been rigorously enforced on deck and in the classes for instruction.

NAVIGATION.

The cadet-midshipmen have been thoroughly instructed in practical navigation, including night observations by the officer, Lieutenant-Commander Train, detailed from the Academy for that purpose. I consider the continuance of this form of instruction of great importance, as it takes the whole time of one officer; the navigator of the ship has his own duties to perform, and may not be accustomed to instruction.

GUNNERY.

As gunnery may be thoroughly taught on shore, and the IX-inch and XI-inch guns of this ship are too heavy to be properly handled by youths, engendering slovenly and awkward maneuvers, I have had no other exercises than those usual in a cruising ship. The first class has been stationed to perform the duties of the several gun divisions, navigators, and powder division. They have also been instructed in several points in practical gunnery, in which, in my experience as examiner, I have found officers, recent graduates, singularly deficient.

Target-practice was first had June 25; this practice was both very bad and very slow, averaging fifteen minutes to each shot; not one shot would have hit this frigate had she been in place of the target, (12 by 10½ feet,) at from 750 to 1,000 yards distance.

Firing again took place September 18, 19, thirty rounds each day, at varying distances, from 750 to 1,150 yards at a similar target. On the 18th day two shots hit the target, seven shots would have hit this frigate target, three others on ricochet.

On the second day one shot hit the target, five would have hit this frigate direct, five others on ricochet.

On these last occasions I gave directions to the division officers to allow the gun-captain but one minute after the order "point" and the gun was brought to bear until the order "fire," to lose his shot if he delayed; the average time was reduced to three minutes on the first day, to about two minutes on the second, with very marked increase in accuracy.

All persons experienced in target-practice at sea know that the accuracy of fire is not (with well-instructed men) increased by deliberation.

In the Excellent, the time given in the manual for firing four rounds is 2' 10" to 2' 40" for the 64-pounders, which is about equivalent to our IX-inch.

In the latest instruction for prize-firing, this gun is expected to be fired eight rounds in seven minutes, divided between gun-captain, second captain, sponger, and loader, changing after every second round. I therefore recommend that, in target-practice on shore, the cadet-midshipmen shall be limited in time, and that in all cases two targets shall be put out at different distances, and not in the same line; the gun-captain not to be informed which he is to fire at until the order "point," which will somewhat assimilate the firing to practice at sea.

The conduct of the young gentlemen, with the exceptions I shall make in a separate report, has been good. Their general manner and bearing leave nothing to be desired.

I cannot but consider the practice of smoking, allowed to the first class, as injurious to the discipline of the practice-cruise. These gentlemen occupy the forward part of the deck, necessarily forcing the other officers aft, causing the main deck at those times to present to a casual visitor the appearance of a lager-beer saloon, not diminished by the heated trivial discussions which smoking appears to engender. I seldom appeared on the half-deck without having my sense of military propriety offended at the sight of these youths lounging about smoking pipes.

I am also assured that a number of the cadet-midshipmen do not desire to smoke, but are coerced into acquiring bad habits and dyspepsia, lest being permitted they should be considered milk-sops by others of the class, not always the wisest or the best, who are leaders and desire a continuance of the practice. It is also a considerable expense to some who can ill-afford it.

I must remark a general disinclination of the first class to perform any duty on deck, except as officer of the watch. Some of them, not ascertained until near the end of the cruise, persistently shirked going aloft, and most of them very unwillingly manned any gear to which they were stationed at "all hands;" one but nominally obeyed a direct order to that effect, stating afterwards, in excuse, that first-class men were not expected to haul on ropes. I might attribute this to a misconception on their part, (or on mine,) but that the officers who have made the late practice-cruises as instructors, as well as those who are recent graduates, inform me that it has always been customary for first-class men to perform such duties on deck and aloft as have been assigned them in this cruise.

It has been a very great advantage to the cadets to make the cruise in a ship already in commission and fully manned, with the routine and discipline of a man-of-war in force.

I am of the opinion that a sailing-vessel only should be employed as a practice-ship. The cadets see every evolution accurately and smartly

performed, and have no slovenly habits to unlearn. There is no steam sloop or frigate in the service, of which I have any knowledge, which can supply the place of a sailing-frigate; an uncertain ship renders the captain and officers timid, and steam would always be used in every case of the least doubt.

I can conceive of no advantages to be gained by requiring the midshipmen to perform at sea the duties of firemen, oilers, &c., since few of the regular engineers of the Navy have had any practical experience of that kind, although it is their specialty to manage the engine.

The short time at sea devoted to seamanship should not be encroached upon.

The utility of the instruction of the midshipmen in steamships has given rise to much controversy, as all actions in future will be fought under steam; and as all service is but preparation for battle, certain persons argue that it is of little practical value; that the bell and the helm control all the movements of the ship.

But setting aside the fact that our vessels will generally be of full sail-power, keeping a watch on deck of a sailing-vessel is a great means of discipline and keeps the mind on the alert; a constant war with the elements and the dangers of the sea produces a readiness and fertility of resource unknown to the officer who has walked the bridge of a vessel under steam.

It is moreover certain that he who is able to properly maneuver a sailing-vessel or squadron under all circumstances of wind and weather, will never find himself at fault in handling a steamer; the evolutions are simpler, more accurately and promptly performed.

In bad weather, most of our screw-steamers are helpless without the aid of sails. Seamanship is, then, the first attribute of an officer.

I have therefore taken great pains to have them instructed in every practical evolution; beyond one or two heavy squalls, we have had no bad weather during which instruction could be given in appropriate maneuvers; and no information of value is conveyed by simulating in a top-gallant breeze those required under close reefs.

The officers of the ship have been zealous in enforcing these views, and to the executive officer, Lieutenant-Commander W. R. Bridgman, I am much indebted for his constant supervision of and requirements of exactness in all the details of duty and exercise peculiar to the practice-cruise, in which I have had no experience.

The sanitary condition has been excellent. Cadet-Midshipman Varnum, who joined the ship suffering under intermittent fever, was by the advice of the surgeon given leave July, and not regaining his health did not rejoin. Mr. Katz was given leave for a month, suffering from the same disease. Cadet-Midshipman Bean was also granted leave for a month by similar advice.

I have given no other leaves, though much pressed by relatives, as I considered the limited time during which they are embarked far too short to be encroached upon even for a single day, unless by the surgeon's advice.

The usual reports and returns are herewith forwarded.

Very respectfully, your obedient servant,

WM. N. JEFFERS,

*Captain, United States Navy, commanding
United States Practice-Ship Constellation.*

Commodore JNO. L. WORDEN, U. S. N.,
Superintendent Naval Academy, Annapolis, Maryland.

UNITED STATES STEAMER TALLAPOOSA, (4th rate),
Navy-Yard, Philadelphia, September 28, 1872.

SIR: We have the honor to submit the following report of the practice-cruise of the cadet-engineers on this vessel during the past summer.

The vessel arrived at Annapolis Sunday, June 23, and on that day we reported to Lieutenant D. G. McRitchie, commanding, and embarked with fourteen cadets, who were quartered on the starboard side of the main deck abaft the shaft, and made as comfortable as circumstances would permit. They were at once divided into three watches of four each, and of the two remaining one was assigned to duty to the engineer in charge to write the ship's rough and smooth steam-log, and the other to write a smooth copy of the log kept by the cadets on watch, and in charge of collecting and distributing the daily journals which the cadets were required to write.

Whenever under way, the cadets have been required to stand full watches, distributed as follows: One in charge of the engine, and to do all starting and stopping, another in the crank-room to attend to the oiling, the third in charge of the log during the watch, and the fourth in charge of the fire-room; all under the supervision of the engineer of the watch; and when fires were banked they have stood half-watches, one in the engine-room, and the other in the fire-room.

During the time that First Assistant Engineers Purse and Vanclain have respectively been in charge of the machinery of this vessel, they have afforded us every facility in their power for the instruction of the cadets, and have given their personal assistance; their efforts have been ably seconded by Second Assistant Engineers Kirby, Pemberton, and Mintzer, the watch-officers. Under them the cadets have been thoroughly instructed in the duties of watch-engineers, including the handling of the engine, the management of the fires, taking saturation and indicator diagrams. When in port they have had charge of all repairs and cleaning under the direction of the engineer of the watch, and most of them have become proficient in the duties of a watch-engineer. They have been required to hand in each day at noon a journal written up to the previous midnight, in which was noted the movements of the vessel, any instruction they had received, or any matter of professional interest that had been brought to their notice, accompanied by such illustrative sketches as they might see fit to add; and several of their journals are valuable books of reference.

Leaving Annapolis on the afternoon of June 23, we proceeded to Norfolk, where we remained but a few hours, and then went to Philadelphia, arriving on the afternoon of the 25th, and remaining one day, giving the cadets an opportunity to make a flying visit to the shops, and vessels under repair; from there we went to New York, arriving on the evening of the 27th, and remained two days, leaving Saturday afternoon for Newport, arriving on Sunday morning, remaining until Monday morning, when we started for Boston, arriving that same evening; we remained there until the morning of the 5th of July, when we started for Portsmouth, New Hampshire, arriving the same day, remaining until July 8. We returned to Washington, stopping at the different navy-yards and stations on our way there; we again made the same trip, and another time as far south as Philadelphia; when, on September 28, in conformity with your orders, we were detached from the vessel, and with the cadets were ordered to the Naval Academy in time to begin studies at the commencement of the academic year.

Cadet-Engineer J. N. Cumming was granted leave from August 1, by

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pattern, and copper shops for the purpose of giving practical instruction to the cadets; and, as we remained here longer than at any other yard, the offer was gladly accepted, and the opportunity improved; as experience in the foundry was what they were most lacking, the greater part of their time was devoted to that branch. Here, under the personal supervision of the master molder, and, with his assistance, they were instructed in molding, mixing of metals, and casting both iron and brass, and other details of foundry-practice—performing all the work themselves.

In the pattern-shop they had experience in making patterns under the supervision of the foreman; in the copper-shop they were instructed in the brazing of flanges and seams of copper pipes; in the machine-shop they were instructed in the manner of fitting up a stem-bushing, boring a screw-propeller by a different method from that pursued at Boston, and re-boring cylinders, all belonging to the United States steamer *Monongahela*. They were thoroughly instructed in putting screw-engines into ships, finding the lines, boring the dead-wood, fitting the bushing, and placing all outward valves, using the *Monongahela* on the stocks as a text. Here we visited the United States steamer *Powhatan*, and the principal features of the machinery were explained by Chief Engineer Dungan and his assistants; also visited the United States steamer *Nantasket*, which ship has engines similar to those at the Naval Academy.

We consider this cruise of great advantage to the cadets, in the experience obtained on board ship in the management of engines at sea; and the opportunities they have had for observation at the different navy-yards will be of great service to them throughout their professional career.

The conduct of the cadets has been, with very few exceptions, excellent.

Though the commanding officer, Lieutenant D. G. McRitchie, has done all in his power to make the cruise a success, there are many reasons why the *Tallapoosa* is an unsuitable vessel for this purpose.

We recommend that, if possible, a small screw-steamer be detailed for this service another year.

We are, very respectfully, your obedient servants,

JOHN C. KAUFER,

Second Assistant Engineer and Instructor.

CHAS. H. MANNING,

Second Assistant Engineer and Instructor.

Commodore JOHN L. WORDEN, U. S. N.,

Superintendent Naval Academy, Annapolis, Maryland.

REPORT OF THE BOARD OF VISITORS, 1872.

UNITED STATES NAVAL ACADEMY,
Annapolis, Maryland, June, 1872.

SIR: The board of visitors appointed to attend the annual examination of the classes, and to look into the state of discipline and general management of this institution, have the honor to present the following report:

The board assembled on the 20th of May, the day designated, and were courteously and cordially received by the superintendent and the

officers associated with him in the management of the Academy. From the first, all needed facilities have been furnished for attaining the object of the visit, by a free and thorough investigation of every part of the establishment. Most of the members of the board were strangers to each other, and came now, from different parts of the country, for the first time, to see the situation and judge of the character of this most valuable training-school for a branch of the national service, second to none in importance. But they were soon drawn together by a common interest and aim, in harmonious consultation and hearty co-operation for the fulfillment of the duty laid upon them. The aspect of things, on the first general survey, impressed all most favorably with regard to the great beauty of the situation and its admirable fitness for the purposes of the Academy, the good taste displayed in the laying out of the grounds, the order and neatness which marked their keeping in every part, and the completeness of all the arrangements for the healthful and pleasant accommodations of both officers and students, and for the efficient carrying out of discipline and instruction to promote the physical, mental, and moral development of the young men gathered here.

As soon as practicable, after getting into the comfortable quarters assigned them at the board-house, the board organized under the presidency of Rear-Admiral Sands. The duties before them were examined in detail, and distributed to six distinct committees, selected for their special fitness, to give intelligent attention to the several examinations, and other matters named. On each alternate day general exercises of drill and practice were observed by the assembled board. The intervening days were occupied by the respective committees in hearing recitations in the class-room, and looking over papers brought in from the written examinations. At the close of each day a meeting of the board was held for consultation and discussion.

The board are particularly impressed with the evident devotion of Commodore Worden to the discharge of his responsible duties as superintendent. He seems to identify himself with the interests of the Academy, and seeks to subserve the honor and power of his country, through its agency, with the same enthusiasm and fidelity which characterized his noble and successful action, in another sphere, at the critical hour when the very life of the nation was in peril. He manifests a warm personal interest in the young men under his charge, and blends firmness and kindness in the administration of discipline so as to insure the best results. In all this he is sustained by the academic staff, the members of which seem well fitted for their respective positions, and to enter heartily into their work with the utmost harmony of spirit, in full co-operation with their commander. The genial intercourse of officers and students maintained in the class-room and elsewhere, without impairing the respect and subordination which the relation requires, is a noticeable fact worthy of all commendation. The recitations and examination papers give evidence that the instructions of the class-room are thorough; and the drill in seamanship and the various tactics of the service, which passed under the eye of the board, shows clearly that the practical part of a naval officer's education receives the special attention which its importance deserves. The personal appearance of the cadet-midshipmen, and their general bearing, evince a careful regard on the part of their officers to their vigorous physical development, the refinement of their manners, and the cultivation of manly decorum.

The board notice with great satisfaction the wise and faithful efforts of the superintendent to suppress immoralities, by both counsel and discipline. The nobler sentiments of the young men are appealed to,

with the good effect of securing that self-respect and self-restraint which are the spring and the strength of all sound morality. It is believed that the general tone of moral sentiment in the Academy is as high as can be found among any similar body of young men anywhere. It is fit, in this connection, to speak with special commendation of the decided stand recently taken by the superintendent against the mischievous and wicked practice of hazing. The action here, sustained as it was by the Secretary of the Navy and the President, commands the thanks of educators in all parts of the country for the support thus rendered them in their endeavors to suppress this evil.

The arrangements for the accommodation of cadet-midshipmen with rooms are excellent, and the whole administration of the commissariat most admirable. Indeed, the management of this department is all that could be desired. The board deem it proper to renew the recommendation of previous boards, that an addition be made to the grounds of the Academy on the northwest side, to the full extent of the twelve acres which now divide the property of the institution, if practicable; or, at least, by the purchase of a strip of some three hundred feet, to give a proper rear to the barracks, remove a bad neighborhood, and permit the drainage of an unhealthy marsh. A due regard to the sanitary condition of the Academy, and to the moral influences which surround it, seems imperatively to demand this addition.

The armory-building is quite out of keeping with the other appointments of the institution. It is in a dilapidated condition, and altogether unfit for the uses to which it is appropriated, and sound economy will hardly warrant any great expenditure for its repair. The board, therefore, recommend that a new building, of a substantial and permanent character, adapted to the purpose, be erected.

After careful and earnest consideration, with a view to promote, in the highest degree, the object for which the Academy was established, the board recommend that the qualifications for admission be raised so as to correspond with those required at the United States Military Academy. This will require the candidates to be so far proficient in arithmetic, English grammar, and geography, that instruction in these studies, during the academic course, may be dispensed with. It is believed that the time thus gained may be, with advantage to the cadet-midshipmen, appropriated to some culture in the more advanced branches of their profession. With a view to the same end, it is also recommended that the minimum age for admission be fixed at sixteen, the maximum age remaining as now, at eighteen, and that the appointments for the Academy be made one year in advance, so as to give time for the candidate to prepare himself for his initiatory examination. Also, that instead of two years a four years' course of study be established for the cadet-engineers, after which they shall make a cruise at sea of two years, and then return to the school for competitive examination and status in the naval service. These recommendations are sustained by the following considerations:

1. It is important that the officers of our Navy, who are called in a sense to represent our Government, both at home and abroad, should be men of some broad and liberal culture. The best opportunity for forming the taste for it, and beginning such culture, is during the period of their academic life. The influence of such culture will not only tend to the honor of the nation abroad, but advance the standard of education in other schools, and the general intelligence of our whole people.

2. In view of the growing importance of steam as a motive-power, it is indispensable that both the midshipmen and the Engineer Corps should

be educated to the highest attainable point in that profession, not only for the benefit of the naval service itself, but for the promotion of that branch of science throughout the country. It is believed that there is not, at the present time, in this country an institution where the science of steam-engineering is made a special study, and there is none so amply provided with the means to give it as this. The encouragement which England has given to this subject has made her prominent in all engineering science, and covered the seas with her magnificent steamers. A system of instruction has been established here for that particular branch, and much praise is due to the superintendent for what he has done to encourage and promote it. The steam department is well supplied with models and all the appliances for illustration, and the theoretical course of studies is well selected. But more time is needed, especially for the cadet-engineers, to be devoted to this course.

3. The rapid advance of science, and its application to all departments of engineering, in these times, demand for our naval officers higher attainments in mechanics, physics, and chemistry than were formerly necessary. The aspirant for naval success must be well acquainted with the laws of matter. He must know that *heat* is work and work is heat, and understand the processes by which the one may be readily and economically converted into the other, as well as the rules by which their amounts may be estimated from given quantities of fuel. He must become familiar with the mode of treating all questions relating to the mechanical powers and their combinations, to the equilibrium and stability of floating bodies, figures of least resistance when moving through fluids, strength and stress of the various materials employed in naval construction; strain upon guns, the adjustment of their dimensions and proportions, and, when of unusual dimensions, the machinery proper for their easy and effective management. Some knowledge of astronomy, too, is necessary for the proper study of navigation. Astronomy, physics, and mechanics can only be mastered through the medium of the pure mathematics, and a liberal mathematical training is now come to be justly regarded as the proper groundwork of a young naval officer's education. The course of mathematics marked out for the Academy shows a just appreciation of this view. It is amply full in designation, and when an improved organization and greater command of time shall enable the students to master it in sufficient extent, nothing further in this direction will be wanting.

In the opinion of this board, the object of these recommendations will be greatly promoted if, agreeably to the wise suggestion of the Secretary of the Navy, in his last report, the term of cadetship for midshipmen be increased from four years to six, the last two of which shall be spent at sea. There, after the groundwork of the professional education has been laid in the Academy, the higher branches of seamanship can be presented to advantage, in actual service, under the direction of the commanders and officers of the ships. The *régime* of the Academy can be still kept up, in part, by a system of examinations, marks, and reports, which will enter into the estimate of the cadet's standing at the end of his course. Under this arrangement some of the instruction in seamanship now given at the Academy can be deferred, and so additional time gained for other subjects, which are now cramped into too narrow limits. The board have witnessed with much pleasure the drills exhibiting the proficiency of the cadet-midshipmen in practical seamanship and naval tactics, and attach great value to the instruction in these branches of naval knowledge; and their recommendation contemplates only the increased efficiency of this department.

The exercises in infantry and howitzer drill were admirable. The appearance of the battalion of cadet midshipmen on parade is excellent, and their execution of the manual of arms nearly perfect. Considering the time allotted to infantry tactics, the exercises in skirmish and battalion drill were highly creditable and satisfactory. The different evolutions, deployments, changes of front, formation of square, &c., were beautifully executed in quick and double time. At the howitzer-drill, the different evolutions and firings were executed with rapidity and precision, and entitle the instructors in this, as in other branches, to high commendation. In these drills the engineers took part.

The committee appointed for the purpose report the sanitary condition of the Academy to be entirely satisfactory. No epidemic has visited the institution within the past year, and very little sickness of any kind has prevailed. The drainage of the grounds and ventilation of the various apartments are good, and great cleanliness prevails everywhere. The kitchen, laundry, and water-closets, now in the basement of the mess-hall, where they are attended with inconveniences, should be removed, and an adjoining building erected for their accommodation. The new hospital is in excellent condition, and sufficient to meet all the requirements of the naval establishment here.

The system of keeping accounts in the paymaster's and store-keeper's departments is admirable, and the manner of conducting business such as to reflect credit upon the officers in charge.

The striking incident connected with the drill in seamanship, on board the *Dale*, when the fall of a midshipman from aloft exposed him to the danger of drowning, and called forth the prompt and gallant action of his fellow-students for his relief, by springing overboard, suggests the importance of insisting that every member of the Academy should acquire the art of swimming. This end might be attained by the voluntary practice of the students, if only the attention of the officers be turned to the matter. The situation of the Academy furnishes ample facilities for the necessary practice, and the age of the young men is most favorable for the result. There would appear to be no excuse for either neglect or failure to become expert swimmers on the part of any.

The board have observed with pleasure that due regard is manifested in the Academy for the maintenance of religious worship and religious instruction of the young men, in a way to respect the denominational preferences of the midshipmen and their parents. By a happy combination of required and voluntary exercises, there seems to prevail a general recognition of man's dependence on God, and his obligations to Him, and means for that spiritual culture which develops faith and all the Christian graces.

Attention having been called to the subject, the board sought and obtained the means to judge of the character of the examinations, by which the new appointees are admitted to the institution, and the classes advanced from one course to the succeeding; and they are satisfied that nothing could be more fair or better devised to do justice to the Academy, and secure entire impartiality to the individuals concerned.

The foundation upon which all hopes of future success and usefulness must rest can only be laid in uninterrupted efforts during early youth, and the board would earnestly recommend that every midshipman be kept at his primary studies here for four years, (consecutive,) with such intervals of relaxation only as may be deemed necessary to his health and physical development; and that these intervals be passed on ship-

board, and employed in the practical details of his profession. It is also recommended that liberal appropriations be made for the increase of the library, improvement of the philosophical and chemical apparatus, and the purchase of test materials.

In conclusion, the board are unanimous in the belief that the Academy gives great promise of future usefulness, and deserves, as they hope it will receive, the liberal patronage and fostering care of the Government. The honest prejudices, which make but small account of scientific culture for the naval service, are rapidly yielding to the progress of scientific discovery, and consequent increasing demands for new professional methods, and the naval student may well congratulate himself that his lot has been cast in such an institution.

All of which is respectfully submitted.

B. F. SANDS,
Rear-Admiral U. S. Navy, President of the Board.

JNO. C. ROBINSON,
Major-General United States Army.

WM. H. C. BARTLETT,
Professor and Colonel United States Army.

FRANKLIN J. MOSES,
Chief Justice of Supreme Court of South Carolina.

A. L. CHAPIN,
President of Beloit College, Wisconsin.

C. C. NORTH,
New York.
NATHANIEL NILES,
New Jersey.

M. D. WICKERSHAM,
Alabama.

C. R. P. RODGERS,
Commodore United States Navy.

C. EVERSFIELD,
Medical Inspector United States Navy.

EDWIN FITHIAN,
Chief Engineer United States Navy.

EDWIN STEWART,
Paymaster United States Navy.

HON. GEORGE M. ROBESON,
Secretary of the Navy, Navy Department, Washington.

The undersigned respectfully suggests, for the consideration of the Department, whether the object sought to be attained by these visitations would not be better accomplished by giving the board such a tenure as would enable the visitors more perfectly to inform themselves in regard to the matters they are required to report to the Secretary. The object of these annual visitations is supposed to be twofold: first, to communicate information to the head of the Navy Department, in reference to the instruction, discipline, and management here; and, secondly, (which is perhaps the main purpose,) to inform the public in regard to the character, general management, and usefulness of this great national institution.

These are very important and responsible duties, which competent men will not undertake without hesitation and distrust, with the limited time to obtain information which the present arrangement affords.

Would it not be reasonable to expect more satisfactory results if the

visitors were appointed for a stated term, if, say, one year were allowed, with authority to visit at discretion during this period?

It might, perhaps, be added that this suggestion is not prompted by any doubt entertained of the correctness of the favorable judgment already given of this great training-school for the young men to whose care, in a very important measure, the honor of the American flag is to be intrusted. What we desire is, if possible, to increase its excellence, and especially to increase the high reputation it has already attained throughout the country. In this view of the matter, it is hoped that this recommendation will be favorably regarded by every friend of the Institution.

Respectfully submitted.

THOS. C. JONES, *Ohio,*
Minority of Board.

MADISON, NEW JERSEY, *July 4, 1872.*

SIR: Having been appointed by the President a member of the board of visitors to witness the examination of the several classes at the United States Naval Academy, and to inspect the general condition of the school, I beg leave to submit, on behalf of the minority, the following report:

The report made by the board fell short of what I thought it ought to contain; but I concurred in it, reserving, however, the privilege of making a supplementary report.

The knowledge of French acquired at the Naval Academy is in all respects inadequate.

Nearly three-fourths of each class are sent on foreign cruises when they graduate. Our ships visit ports where this is the only language which can be employed. The graduates are wholly unable to maintain an ordinary conversation in French.

In all enlightened countries a Navy officer must, in order to command due respect for the flag he sails under, be able to carry on official and social communication without an interpreter. Besides this, he is sometimes suddenly called upon to conduct negotiations so confidential and delicate that the introduction of an interpreter not by oath of allegiance or sense of official responsibility bound to perfect secrecy would be quite out of the question. But the command of a language which all this requires, cannot be got by giving to its study an hour or two weekly during a portion of the academic course.

It happens not unfrequently, as I have reason to believe, that a cadet-midshipman knows, on graduation, less of French than when he entered the Academy. A speaking knowledge of this language is far more useful for a Navy officer than for an officer of the Army.

The official duties of the latter lie usually within our boundaries. Navy officers, on the contrary, are almost constantly abroad; and in many ports are practically our representatives.

I recommend that more time be given to the study of French, and that, during the third and fourth years of the course, one or more of the text-books used in other branches of instruction be in the French language.

I beg to call your attention to the facts that very little time is devoted to the study of international law, and that no special and permanent provision has been made for instruction in it. A sum sufficient to pay for the services of the best legal talent in the country should, I think, be appropri-

ated to maintain a professorship of this science. At present the position of law-instructor is filled from time to time by inexperienced gentlemen who do not profess to have made the subject a special study, and who accept the place, with its low salary, only as expedient. Every graduating class suffers in consequence, and when an error is committed, at sea or in port, through the ignorance of its officers, the whole nation suffers. Even a midshipman with his boat's crew may, and for the time does, represent the nation, and may do it honor or disgrace it by his knowledge or ignorance of its rights and of the rights of other nations. A naval commander's acquaintance with international law, in general principles and in details, must be thorough, ready, and independent; and it often serves his country a better turn than the guns his ship carries.

I suggest that a professorship of international law be founded, with a salary sufficient to obtain the services of a man of ability and great experience. The large number of young officers below the rank of commander, detailed from time to time for duty at the Academy, could be instructed in a special course of lectures.

It appears that gentlemen not officers have been permitted to occupy houses within Academy bounds, built under appropriations for houses for officers, but paying no rent therefor. In several instances an officer entitled to quarters within the Academy bounds has been compelled to hire them in the city of Annapolis, at his own expense, while those to which he was entitled were occupied by civilians owning quarters in the town and renting the same to third parties. This practice seems objectionable as regards both the Government and the officers concerned. It entails upon the latter an expense which the appropriation for building officers' houses was meant to obviate.

In order to give the chaplain of the Academy sufficient time for the discharge of many pastoral duties other than those of public exhortation, it would seem necessary to provide him with assistance to a certain extent.

That this may be accomplished in a manner most beneficial to the midshipmen, and satisfactory to the people at large, I suggest that the Secretary of the Navy, if authorized so to do, might, at the beginning of each year, invite distinguished ministers of the various denominations to preach before the Academy at stated times, each once or twice, during the year. In view of the benefit to the Academy, their traveling expenses to the Government would be a trifling consideration.

For the rest, I cannot express too high an opinion of the usefulness of the Academy as a national institution, and of the efficiency and faithfulness of its superintendent and his subordinates.

I have the honor to remain, with great respect, your obedient servant,
NATHANIEL NILES.

Hon. GEO. M. ROBESON,
Secretary of the Navy.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1874,
by the Naval Academy.*

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the fiscal year ending June 30, 1873.
NAVAL ACADEMY.		
<i>Pay Naval Academy—</i>		
<i>Pay of professors and others:</i>		
One professor of mathematics, (head of department,) (appropriated, 17 Stat. at L., p. 153)	\$2,500 00	
Four professors, namely: One of mathematics, (assistant,) one of chemistry, one of ethics and English studies, and one of French, at \$2,200 each, (appropriated, 17 Stat. at L., p. 153)	8,800 00	
Twelve assistant professors, viz: Four of French, one of Spanish, three of ethics and English studies, one of mathematics, one of astronomy, and two of drawing, at \$1,800 each, (appropriated, 17 Stat. at L., p. 153)	21,600 00	
Sword-master, at \$1,250, and two assistants, at \$1,000 each, (appropriated, 17 Stat. at L., p. 153)	3,250 00	
Boxing-master and gymnast, at \$1,200, and assistant librarian, at \$1,400, (appropriated, 17 Stat. at L., p. 153)	2,600 00	
Three clerks to superintendent, at \$1,200, \$1,000, and \$800 each, (appropriated, 17 Stat. at L., p. 153)	3,000 00	
One clerk to commandant of midshipmen, (appropriated, 17 Stat. at L., p. 153)	1,000 00	
One clerk to paymaster, (appropriated, 17 Stat. at L., p. 153)	1,000 00	
One apothecary, (appropriated, 17 Stat. at L., p. 153)	750 00	
One commissary, at \$28; one cook, at \$325.50; and messenger to superintendent, at \$600, (appropriated, 17 Stat. at L., p. 153)	1,213 50	
Armorer, at \$529.50; gunner's mate, at \$469.50; and quarter-gunner, at \$409.50 (appropriated, 17 Stat. at L., p. 153)	1,408 50	
Coxswain, at \$489.50; and three seamen in department of seamanship, &c., at \$340.50 each, (appropriated, 17 Stat. at L., p. 153)	1,491 00	
Band-master, at \$528; and eighteen first-class musicians, at \$348 each, (appropriated, 17 Stat. at L., p. 153)	6,792 00	
Seven second-class musicians, at \$300 each; two drummers and one fifer, (first class,) at \$348 each, (appropriated, 17 Stat. at L., p. 153)	3,144 06	
	58,549 00	\$58,549 00
<i>Pay of watchmen and others:</i>		
Captain of the watch, at \$2.50 per diem, (appropriated)	912 50	
Four watchmen, at \$2.25 per diem each, (appropriated)	3,285 00	
One foreman of gas and steam-heating works, at \$5 per diem, (appropriated)	1,825 00	
Twelve attendants at gas and steam-heating works of academy, new quarters for cadet midshipmen and school-ships—one at \$3.50, three at \$3, and eight at \$2.50 per diem each, (appropriated)	11,862 50	
Three joiners, two painters, and two masons, at \$3.50 per diem each, (appropriated)	8,942 50	
One tinner, one gas-fitter, and one blacksmith, at \$3.50 per diem each, (appropriated)	3,892 50	
	30,660 00	30,660 00
<i>Pay of mechanics and others:</i>		
One mechanic at workshop, at \$2.25 per diem, (appropriated)	821 25	
One master laborer, to keep public grounds in order, at \$2.28 per diem, (appropriated)	832 20	
Fourteen laborers to assist in same, three at \$2 per diem each; and eleven at \$1.75 per diem each, (appropriated)	9,216 25	
One laborer to superintend quarters of cadet midshipmen, public grounds, &c., at \$2.28 per diem, (appropriated)	832 20	
Four attendants at recitation-rooms, library, chapel, and offices, at \$20 per month each, (appropriated)	960 00	
Twenty servants to keep in order and attend to quarters of cadet-midshipmen, public buildings, &c., at \$20 per month each, (appropriated)	4,800 00	
	17,461 90	17,461 90
<i>Pay in department of steam-engineery:</i>		
One machinist, at \$3.50 per diem, (appropriated, 17 Stat. at L., p. 153)	1,277 50	
One machinist, at \$3 per diem, (appropriated, 17 Stat. at L., p. 153)	1,095 00	
One blacksmith, at \$3.50 per diem, (appropriated, 17 Stat. at L., p. 153)	1,277 50	
One boiler-maker, at \$3.50 per diem, (appropriated, 17 Stat. at L., p. 153)	1,277 50	
One pattern-maker, at \$3.50 per diem, (appropriated, 17 Stat. at L., p. 153)	1,277 50	
One molder, at \$3.50 per diem, (appropriated, 17 Stat. at L., p. 153)	1,277 50	
Two laborers, at \$1.75 per diem, (appropriated, 17 Stat. at L., p. 153)	1,277 50	
	8,760 00	8,760 00
<i>Repairs and improvements, Naval Academy—</i>		
Necessary repairs and improvements of public buildings, furniture and fixtures, repairing wharves and the walls inclosing the grounds of the academy, (appropriated, 17 Stat. at L., p. 153)	14,000 00	14,000 00

Estimates of appropriations, &c.—Continued.

Detailed objects of expenditure and explanations.

	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
<i>Expenditures, Naval Academy—</i>		
Materials for heating and lighting the academy and school-ship quarters, (appropriated).....	\$19,000 00	
Purchase of books for the library, (appropriated).....	2,000 00	
Stationery, blank-books, models, maps, &c., and for text-books for use of instructors, (appropriated).....	2,000 00	
Expenses of the board of visitors, (appropriated).....	2,000 00	
Printing and binding, (appropriated).....	2,000 00	
Postage on public service, (appropriated).....	400 00	
Expenses in the astronomical and philosophical departments, (appropriated).....	800 00	
Purchase of gas and steam-machinery, pipe and fixtures, rent of building for use of the academy, freight, cartage, water, music and musical instruments, uniforms for bandsmen, telegraphing, and for the current expenses and repairs of all kinds, and for incidental labor and expenses, not applicable to any other appropriation, (appropriated).....	34,000 00	
Repairs in the department of the steam-engine, (appropriated).....	800 00	
Material for repairs of steam-machinery, (appropriated).....	1,000 00	
	64,000 00	\$64,000 00

No. 2.

BUREAU OF ORDNANCE.

No. 37.]

BUREAU OF ORDNANCE, NAVY DEPARTMENT,

Washington, October 17, 1872.

SIR: In obedience to your order of the 16th instant, I have the honor to submit the annual report of the Bureau of Ordnance, with accompanying estimates for the fiscal year ending June 30, 1874.

During the past year the operations of the Bureau have been confined principally to the ordinary routine of the preparation of ships for foreign cruising, in supplying their requisitions and in the preservation of the public property under its charge.

The funds necessary for the establishment and maintenance of a suitable proving-ground, asked for in the estimates, having been refused by Congress, nothing in the way of experimental practice with heavy guns could be made. It is to be hoped that this very important subject will soon receive the attention of the naval committees.

The Bureau has, however, been able to pursue the investigation of the all-important question of a suitable powder for very heavy cannon. The results already obtained are highly satisfactory, and have been given to the service in the form of printed memoranda, which will be continued as the data accumulate during experimental practice. For this practice a battery, on a limited scale, is in course of erection at Fort Madison, near the Naval Academy, at Annapolis.

The condition of the torpedo-station at Newport, and its value to the country, may be best understood from the reports of a board of officers of high rank, made under dates of January 11 and July 31, 1872, and which are hereto appended. Comment on the part of the Bureau would only be superfluous; but it earnestly recommends this establishment to the fostering care of the Department and sincerely trusts that Congress will grant the appropriation asked for in the estimates submitted. In connection with this subject I have but recently, in company with the

chiefs of the Bureaus of Equipment and Recruiting and Construction and Repair, witnessed, at Schenectady, New York, a successful trial of the torpedo-boat invented by Mr. John L. Lay, and concerning which I had the honor to address the Department during the last session of Congress. In the course of the trial this boat was completely under the control of the operators standing upon the shore. It was made to advance, to stop, and to turn in any direction without difficulty. The amount and duration of speed and force of the blow it is capable of delivering appear to be mere questions of mechanical appliances. I would, therefore, recommend that Congress be asked to secure at least, by a suitable appropriation, the right to manufacture and use these torpedo-boats.

The cruise of the gunnery-practice ship *Constellation* has been too brief to produce the results which were desired. A serious difficulty, which the Bureau anticipated, has also been met with, viz, to obtain seamen capable of receiving that instruction in ordnance which would enable them to perform the duties of intelligent gun-captains. As an instance, one of the best sailors in the ship could not read the figures on the sight-bars. It is hoped, however, that this trouble can be overcome, and good American seamen procured for the service; otherwise it would be a national disgrace to be compelled to abandon so important a school of training for the want of suitable men, and thus to admit that the men who enlist in our Navy are incapable of learning the very rudiments of gunnery.

The 15-inch cannon authorized by the appropriations for the present and preceding fiscal years have all been completed and delivered, ten at New York and ten at Philadelphia.

The Gatling guns, for which an appropriation was made by Congress in the act approved March 3, 1871, have also been delivered, and will be put in service as rapidly as the carriages for them are made.

The manufacture of metallic ammunition for these guns and for the small-arms continues to receive attention, and the Bureau is now having made a supply for the service by the United States Cartridge Company of Lowell, Massachusetts. The "heads" of these are solid and of a peculiar form, and the results so far obtained with them are highly satisfactory.

In conclusion, the Bureau again feels it its duty to call attention to the necessity for the removal of the naval magazines from their present sites. It has no new arguments to adduce in support of this recommendation other than those already made use of in former annual reports, to which it respectfully refers the Department and the naval committees.

I am, with high respect, your obedient servant,

A. LUDLOW CASE,

Rear-Admiral and Chief of Bureau.

Hon. GEO. M. ROBESON,

Secretary of the Navy.

REPORT OF EXAMINATION OF OFFICERS UNDER INSTRUCTIONS IN TORPEDO-SERVICE.

TORPEDO-STATION, NEWPORT, RHODE ISLAND,

January 11, 1872.

COMMODORE: In obedience to the order of the Department of the 22d ultimo, we have the honor to report that we have witnessed the exam-

ination of the officers under instruction at this station, and have been very much gratified by the efficiency and intelligence displayed by them, evidencing a very commendable degree of zeal and attention on their part.

The officers were examined in our presence in the different methods of fitting, plauting, using, and managing torpedoes; in the chemistry of explosives, and in electricity.

The practical exercises, which were very satisfactory, consisted in the handling and exploding of torpedoes from the torpedo-boat *Nina*, and from the steam-launch.

The board was much impressed by the knowledge and activity displayed by the young officers, and particularly noticed that all the manual labor of handling and exploding the torpedoes, as well as the preparation of chemicals, the manufacture of fuses and explosives, was performed by the officers themselves, which, in the opinion of the board, is absolutely essential.

In view of the very great importance of this course of instruction to the Navy, it is necessary that every facility for the manufacture and use of torpedoes should be provided at this station. We therefore recommend that a larger machine-shop be built, and that complete facilities be afforded for the manufacture of all explosives used in the torpedo-service.

It is essential that the officers should be familiar with the chemical composition, use, and handling of explosives, in order that the Navy may be independent of irresponsible parties for its supplies, and that officers may be qualified to make, and intelligently to judge of, improvements. It is also recommended that arrangements be made for insulating wire.

In order that there may be an inducement to application on the part of the officers, it is recommended that diplomas be given to such as complete the required course satisfactorily, and that those who, in the opinion of the officer in charge of the station, exhibit peculiar aptitude for this part of their profession, may, upon their own application, be allowed to complete a full course, which, in our opinion, should be one year; and that as instructors may be required, they be selected from those who have completed the full course.

In conclusion, the board feels it proper to express its very high sense of the ability and energy displayed by the officer in command of this station in bringing it up to its present state of efficiency with such limited means, and trusts the Department will afford Commander Matthews every opportunity for carrying out his very progressive and admirable ideas.

We are, sir, very respectfully, your obedient servants,

WM. ROGERS TAYLOR,

Rear-Admiral and President of Board.

W. T. TRUXTON,

Commander.

F. M. RAMSAY,

Commander.

MONTGOMERY SICARD,

Commander.

Commodore A. LUDLOW CASE,

Chief of the Bureau of Ordnance,

Navy Department, Washington, D. C.

REPORT OF EXAMINATION OF OFFICERS UNDER INSTRUCTIONS IN TORPEDO-SERVICE.

UNITED STATES NAVAL TORPEDO-STATION,
Newport, Rhode Island, July 31, 1872.

ADMIRAL: We have the honor to make the following report of the result of the observations of the board convened by order of the honorable Secretary of the Navy to witness the examination of the officers who have just completed the course of instruction at the torpedo-school.

The scope of the examination, and the practical experiments upon which our opinions and recommendations are based, are noted in the accompanying journal of the proceedings of the board, to which your attention is respectfully called.

Recognizing as the board does the pre-eminent importance of an efficient offensive and defensive torpedo-service in time of war, it has been with unusual interest that the degree of excellence which the school has now attained has been noticed.

The proficiency of the officers of the present class in the various branches of physical science in which they have been instructed, exhibits an interest in the specialty to which they have been assigned, creditable alike to the *esprit du corps* of the class and to the zeal and efficiency of the academic staff of the school.

The rapid development of the station in point of conveniences for theoretical instruction, and in the means for manufacturing torpedoes for the use of the naval service, gives evidence of an energetic and judicious administration of the executive department, of which the board would speak in terms of high commendation.

Notwithstanding all that has been accomplished, however, a further expenditure of money is needed to make the school and station equal to the growing demand of the service for efficient torpedo armament, and we think the success already attained warrants the Bureau in urging that the institution should be fostered through the medium of favorable legislation and liberal appropriation.

From the results of the examination, and from the character of the experiments which the board has had the pleasure of witnessing, we beg leave to submit the following recommendations and expressions of opinion:

A vessel of such speed, steering qualities, and dimensions, as will render her fit for making experiments in harbor-water and at sea, with all classes of spar and towing torpedoes, is looked upon by the board as an indispensable adjunct of the torpedo-school.

A fleet of launches and row-boats, fitted with the different appliances used in the service of all varieties of torpedoes, is deemed equally essential.

The importance of acquiring all needed apparatus for making elaborate experiments is recognized, and the desirability of repeating as far and as completely as possible all European experiments, with a view to ingrafting into our own torpedo system and service any features of perfection considered valuable, is strongly urged.

The board is disposed to consider exclusive reliance on the electric fuse, of any class or character, not sufficiently well supported by results heretofore developed in torpedo warfare to warrant the total abandonment of the contact (percussion) or detonating fuse, and therefore recommends that a series of experiments be made with torpedoes fitted with both the electric and contact (percussion) fuses, in order to determine whether the latter is not, under many circumstances, a valuable auxiliary to the more mechanical and theoretically perfect electric fuse.

The board would recommend that, *pari passu*, with the perfecting of the means of operating offensively with torpedoes, especial attention be paid to experiments tending to develop the best means for defending vessels under way and at anchor against torpedo attack.

To make certain that the officers have the means of becoming thoroughly skilled in the operation and practical working of torpedoes, we recommend that it be made an imperative rule that at least one day in seven of the whole course be devoted to the working of torpedoes afloat, and that the explosion of different kinds of movable torpedoes under or against both moving and fixed objects of attack, simple and inexpensive in their construction, be constantly practiced.

In conclusion the board would suggest that all graduates of the school be designated in the Navy Register by suitable annotation, in order that commanders of squadrons and vessels may be able to select, from those indicated as experts, officers for torpedo-service.

We further think, in view of the great advantages which are to be derived from a thorough knowledge of the construction, manipulation, and uses of torpedoes, that, in the interests of the service, the school should be thrown open to officers of all grades, it being understood that no officer under instruction, whatever his rank, shall be connected with the academic or executive staff, or exercise command, authority, or right to quarters.

We have the honor to be, Admiral, very respectfully, your obedient servants,

JOHN RODGERS,
Rear-Admiral, United States Navy.
J. C. HOWELL,
Commodore, United States Navy.
A. C. RHIND,
Captain, United States Navy.
D. L. BRAINE,
Commander, United States Navy.
ROBT. F. BRADFORD,
Commander, United States Navy.

Rear-Admiral A. LUDLOW CASE, U. S. N.,
Chief of Bureau of Ordnance,
Navy Department, Washington, D. C.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1874, by the Bureau of Ordnance, Navy Department.

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1874.
SALARIES.		
Chief clerk, per act of July 23, 1866, (14 Stat. at L., p. 227, sec. 8)	\$1,800 00	.....
Chief draughtsman, per act of March 2, 1867, (14 Stat. at L., p. 450, sec. 1)	1,800 00	.....
Chief clerk of class three, per act of July 12, 1870	1,600 00	.....
Two clerks of class two, same act	2,800 00	.....
Chief messenger, per acts of July 5, 1862, (12 Stat. at L., p. 511, sec. 3;) March 1, 1868, (15 Stat. at L., p. 267, sec. 1.)	840 00	.....
Chief laborer, per act of July 12, 1870	720 00	.....
	9,560 00	\$9,560 00

Estimates of appropriations, &c.—Continued.

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
CONTINGENT EXPENSES.		
Stationery, books, and miscellaneous items, (appropriated, 17 Stat. at L., p. 81.)	\$800 00	\$800 00
ORDNANCE AND ORDNANCE STORES.		
Fuel and materials necessary in carrying on the mechanical branches of the Ordnance Department of the several navy-yards, (appropriated, 17 Stat. at L., p. 146.)	145,873 00	
Labor at navy-yards, (appropriated, 17 Stat. at L., p. 146.)	369,219 00	
Repairs to ordnance buildings, magazines, gun-parks, machinery, &c., (appropriated, 17 Stat. at L., p. 146.)	64,340 00	
Miscellaneous items, freight, &c., (appropriated, 17 Stat. at L., p. 146.)	10,760 00	
Experiments in ordnance, (appropriated, 17 Stat. at L., p. 146.)	50,000 00	
Printing and binding, per act of May 8, 1872, (17 Stat. at L., p. 82, sec. 2)	10,000 00	
<i>Improvements as follows, viz:</i>	650,192 00	538,751 00
Magazine, Boston:		
New house for hose-carriage, (submitted)	500 00	
New house for shell and powder filling, (submitted)	10,000 00	
Magazine, Philadelphia:		
Brick cook-house, in place of wooden one, (submitted)	300 00	
Two-story brick kitchen to gunner's house, (submitted)	2,000 00	
Shed on wharf for loaded shells, (submitted)	850 00	
Tin roof on shell-house, in place of gravel, (submitted)	430 00	
Navy-yard, Washington:		
Removal of present and establishment of new magazine and ordnance buildings, (submitted)	100,000 00	
[NOTE.—The urgent necessity for this appropriation is explained in the annual report of the Bureau; and the removal of the present magazine, in the immediate vicinity of the city, has been made the subject of special action by the legislative assembly of the District of Columbia.]		
Magazine, Norfolk:		
Shed on wharf for loading and unloading shell, (submitted)	102 00	
Powder-boat, (submitted)	6,000 00	
Force and lift pump, (submitted)	42 00	
Removal of the present magazine at Fort Norfolk, and the erection of a new one at Saint Helena, (submitted)	50,000	
[NOTE.—The situation of the present old magazine at Fort Norfolk is now considered dangerous on account of the close proximity to it of a smelting-furnace, and from the fact that the town is fast extending, even up to the walls of the building. It is, moreover, subject to fire, as recently occurred, from the sparks of a tug passing near the wharf.]		
Navy-yard, Mare Island:		
Continuation of shot-beds and gun-skids, (submitted)	10,000	
Magazine, Mare Island:		
Fitting up racks in new magazine, (submitted)	2,273	
Doors, locks, shutters, and lightning-rods for new magazine, (submitted)	4,900	
Fence inclosure of new magazine, (submitted)	1,600	
Grading, graveling, and brick drains, (submitted)	2,558	
TORPEDO CORPS.		
	190,657	72,425
Purchase, manufacture, and preservation of gunpowder, nitro-glycerine, gun-cotton, &c., (appropriated, 17 Stat. at L., p. 147.)	18,000	
Purchase and manufacture of electrical apparatus, galvanic batteries, wire, &c., (appropriated, 17 Stat. at L., p. 147.)	30,000	
Purchase of copper, iron, wood, and other material used in the manufacture of torpedoes, with work on the same, (appropriated, 17 Stat. at L., p. 147.)	40,000	
Construction of torpedo-boats, purchase of coffer-work, hulks, and contingent expenses, (appropriated, 17 Stat. at L., p. 147.)	50,000	
Repairs to buildings, wharves, &c., (appropriated, 17 Stat. at L., p. 147.)	4,700	
Labor, including chemist, electrician, pyrotechnist, clerks, machinists, watchmen, &c., (appropriated, 17 Stat. at L., p. 147.)	38,613	
	181,315	144,065
CIVIL ESTABLISHMENT.		
Pay of superintendents and the civil establishment at the several navy-yards under this Bureau, (appropriated, 17 Stat. at L., p. 147.)	15,000	15,000
CONTINGENT.		
Contingent expenses of the ordnance-service of the Navy, (appropriated, 17 Stat. at L., p. 147.)	1,000	1,000

RECAPITULATION OF ESTIMATES, 1873-74.

Object.	Required, year ending June 30, 1874.	Appropriated, year ending June 30, 1873.
Support of Bureau	\$10,360 00	\$10,360 00
Ordnance	840,849 00	611,176 00
Torpedo Corps	181,315 00	144,065 00
Gun establishment	15,000 00	15,000 00
Contingent	1,000 00	1,000 00
Total	1,048,524 00	781,601 00

A. LUDLOW CASE,
Rear-Admiral and Chief of Bureau.

CHIEF OF ORDNANCE.
Navy Department, September 1, 1872.

No. 3.

BUREAU OF EQUIPMENT AND RECRUITING.

NAVY DEPARTMENT,
BUREAU OF EQUIPMENT AND RECRUITING,
Washington, November 7, 1872.

SIR: I have the honor to submit the annual report of the operations of this Bureau, together with the estimates, for the fiscal year ending June 30, 1874.

During the past fiscal year, 24 vessels were equipped for sea; 12 for coast and harbor service, and 16 partially equipped, but not completed at the end of the fiscal year.

The Bureau has purchased, during the past fiscal year, in the United States and abroad, 44,908½ tons of coal, at a cost of \$361,707.80; 462½ tons of hemp have been purchased, and 372½ tons have been manufactured into rope.

The rope-walk at the Charlestown navy-yard has supplied, as usual, the wants of the service. The equipment-shops at the Washington navy-yard have been employed in the making of anchors, chain-cables, and galleys, and on some necessary repairs and renewals of equipment articles.

The number of men allowed by law has been maintained.

The Bureau repeats the recommendation of previous years, for the authority to enlist 300 additional men for the practice-ships of the Naval Academy, for providing an outfit for enlisted men on entering the service, and for the apprehension of deserters after the expiration of their term of enlistment and requiring them to serve out their lost time, as is the case with deserters from the Army.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Chief of Bureau.

Hon. GEO. M. ROBESON,
Secretary of the Navy.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1874,
by the Bureau of Equipment and Recruiting.*

Detailed objects of expenditure and explanations.

Estimated amount
which will be re-
quired for each
detailed object
of expenditure.

Amount appropri-
ated for the cur-
rent fiscal year
ending June 30,
1873.

EQUIPMENT OF VESSELS.

Purchase of various articles of equipment, viz: Coal for steamers' use, including expense of transportation, storage, and labor; hemp, wire, hides, and other materials for the manufacture of rope; cordage, canvas, leather, iron for manufacture of cables, anchors, and galleys, &c.; furniture, hose, bake-ovens, and cooking and heating stoves, condensing and boat-detaching apparatus, life-rafts, heating apparatus for receiving-ships; and for the payment of labor in equipping vessels, and manufacture of articles pertaining to this Bureau in the several navy-yards, (appropriated, 17 Stat. at L., p. 147, sec. 1)

\$1,500,000 00 \$1,500,000 00

CIVIL ESTABLISHMENT.

At navy-yard, Portsmouth, New Hampshire:

Clerk in equipment-office, (appropriated, 17 Stat. at L., p. 147, sec. 1)

\$1,400 00

Store-clerk, (appropriated, 17 Stat. at L., p. 147, sec. 1)

1,100 00

Time-clerk, (appropriated, 17 Stat. at L., p. 147, sec. 1)

900 00

3,400 00

At navy-yard, Charlestown, Massachusetts:

Superintendent of rope-walk, (appropriated, 17 Stat. at L., p. 147, sec. 1)

1,900 00

Clerk to superintendent of rope-walk, (appropriated, 17 Stat. at L., p. 147, sec. 1)

1,200 00

Clerk in equipment-office, (appropriated, 17 Stat. at L., p. 147, sec. 1)

1,500 00

Store-clerk, (appropriated, 17 Stat. at L., p. 147, sec. 1)

1,200 00

Time-clerk, (appropriated, 17 Stat. at L., p. 147, sec. 1)

1,200 00

7,000 00

At navy-yard, Brooklyn, New York:

Clerk in equipment-office, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,500 00

Store-clerk, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,200 00

Time-clerk, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,200 00

3,900 00

At navy-yard, Philadelphia, Pennsylvania:

Clerk in equipment-office, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,400 00

Store-clerk, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,200 00

Time-clerk, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,200 00

3,800 00

At navy-yard, Washington, D. C.:

Clerk in equipment-office, (appropriated, 17 Stat. at L., p. 147, sec. 1)

\$1,500 00

Store-clerk, (appropriated, 17 Stat. at L., p. 147, sec. 1)

1,400 00

Time-clerk, (appropriated, 17 Stat. at L., p. 147, sec. 1)

1,200 00

4,100 00

At navy-yard, Norfolk, Virginia:

Clerk in equipment-office, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,400 00

Store-clerk, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,125 00

Time-clerk, (appropriated, 17 Stat. at L., p. 148, sec. 1)

900 00

3,425 00

At navy-yard, Pensacola, Florida:

Clerk in equipment-office, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,300 00

1,300 00

At navy-yard, Mare Island, California:

Clerk in equipment-office, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,875 00

Store-clerk, (appropriated, 17 Stat. at L., p. 148, sec. 1)

1,200 00

3,075 00

CONTINGENT.

Contingent expenses of the Bureau of Equipment and Recruiting, viz: Expenses of recruiting, freight, transportation of stores and enlisted men, mileage to honorably discharged men, expenses of auction-sales under cognizance of this Bureau, printing, advertising, telegraphing, postage, stationery, apprehension of deserters, and assistance to vessels in distress, and good conduct badges for enlisted men, (appropriated, 17 Stat. at L., p. 148, sec. 1)

125,000 00 125,000 00

Estimates of appropriations required for the service of the fiscal year, &c.—Continued.

Detailed objects of expenditure and explanation.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
PUBLIC PRINTING.		
Printing and binding, to be executed under the direction of the Congressional Printer, of books and blanks required by the Bureau and Equipment offices in the several navy-yards, per act of March 8, 1872, (17 Stat. at L. p. 22, sec. 2)		\$6,000,00

E. & R. No. 1.

Estimate of the amount required for the support of the Bureau of Equipment and Recruiting for the fiscal year ending June 30, 1874.

For salary of chief clerk, (act July 5, 1862).....	\$1,800
For salary of one fourth-class clerk, (act July 23, 1866).....	1,800
For salary of one third-class clerk, (act July 23, 1866).....	1,600
For salary of two second-class clerks, (act July 12, 1870).....	2,800
For salary of two first-class clerks, (act July 23, 1866).....	2,400
For salary of one messenger, (act March, 1867).....	840
For salary of one laborer, (act July 12, 1870).....	720
	<u>11,960</u>
For contingent expenses, stationery, books, and miscellaneous items.....	1,000
	<u>12,960</u>
Appropriated for the fiscal year ending June 30, 1873.....	<u><u>12,710</u></u>

E. & R. No. 2.

Estimate of the amount required for the purchase of materials, articles, &c., for the equipment of vessels in the Navy for the fiscal year ending June 30, 1874.

For the purchase of various articles of equipment, viz: coal for steamers' use, (including expenses of transportation, storage, and labor,) hemp, wire, hides, and other materials for the manufacture of rope; cordage, canvas, leather; iron for the manufacture of cables, anchors, galleys; furniture, hose, bake-ovens, and cooking and heating stoves; heating apparatus for receiving-ships; boat-detaching and condensing apparatus, life-rafts; and for the payment of labor in equipping vessels, and manufacture of articles pertaining to this Bureau in the different navy-yards..	\$1,500,000
Appropriated for the fiscal year ending June 30, 1873.....	<u><u>1,500,000</u></u>

E. & R. No. 3.

Estimate for pay for the fiscal year ending June 30, 1874.

For pay of commissioned and warrant officers, and for mileage or transportation of officers traveling under orders, and for the pay of the petty officers, seamen, ordinary seamen, landsmen, and boys, (including men for the engineer force, and for Coast Survey service,) 8,500 men, at an average pay of \$300 per annum.....	\$6,500,000
Appropriated for the fiscal year ending June 30, 1873.....	<u><u>6,250,000</u></u>

E. & R. No. 4.

Estimate of the amount required for the pay of civil officers under the cognizance of the Bureau of Equipment and Recruiting for the fiscal year ending June 30, 1874.

PORTSMOUTH, NEW HAMPSHIRE.

Clerk in equipment-office	\$1, 400
Store-clerk, \$1,100; time-clerk, \$900.....	2, 000

BOSTON.

Superintendent of rope-walk	1, 900
Clerk to same.....	1, 200
Clerk in equipment-office	1, 500
One store and one time clerk, at \$1,200 each.....	2, 400

PHILADELPHIA.

Clerk in equipment-office.....	1, 400
One time and one store clerk, at \$1,200 each	2, 400

WASHINGTON.

Clerk in equipment-office	1, 500
One store-clerk, \$1,400; one time-clerk, \$1,200	2, 600

BROOKLYN, NEW YORK.

Clerk in equipment-office	1, 500
One store and one time clerk, at \$1,200 each	2, 400

PENSACOLA.

Clerk in equipment-office	1, 300
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NORFOLK.

Clerk in equipment-office.....	1, 400
Store-clerk, \$1,125; time-clerk, \$900.....	2, 025

MARE ISLAND, CALIFORNIA.

Clerk in equipment-office.....	1, 875
One store-clerk.....	1, 200

30, 000

Appropriated for the fiscal year ending June 30, 1873.....	<u>\$30, 000</u>
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E. & R. No. 5.

Estimate of the amount required for contingent expenses of the Bureau of Equipment and Recruiting for the fiscal year ending June 30, 1874.

For expenses that may accrue for the following purposes, viz: expenses of recruiting, freight, transportation of stores and enlisted men, mileage to honorably discharged men, expenses of auction-sales under cognizance of Bureau E. & R., printing, advertising, telegraphing, postage and stationery, for apprehension of deserters, assistance to vessels in distress, and good-conduct badges to enlisted men.....

\$125, 000

Appropriated for the fiscal year ending June 30, 1873.....	<u>\$125, 000</u>
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E. & R. No. 6.

Estimate of the amount required for public printing under Bureau E. & R. for the fiscal year ending June 30, 1874.

For books and blanks required by the Bureau of E. & R. and equipment-officers at the several navy-yards, to be furnished by the Congressional Printer.....\$6,000

RECAPITULATION.

For salaries.....\$11,960
For contingent.....1,000
Total.....12,960

NAVAL SERVICE.

Equipment of vessels.....\$1,500,000
Pay of the Navy.....6,500,000
Pay of civil employés.....30,000
Contingent, equipment and recruiting.....125,000
Public printing.....6,000
Total.....8,161,000

BUREAU OF EQUIPMENT AND RECRUITING. *

Orders to furnish materials for the Navy under the advertisement of the Bureau of the 28th June, 1873, at navy-yard, Kittery, Maine.

Class No. 2. Cotton canvas:

Woodbury & Rice.....\$773 60
Geo. H. Creed.....741 00
De Witt Bogardus.....736 00
G. A. Brinckerhoff.....*706 50
E. K. Sheridan.....758 50

Class No. 13. Soap, &c.:

Woodbury & Rice.....\$22 00
Hyatt & Spencer.....23 00
Geo. H. Creed.....30 00
D. Babcock & Co.....*21 00
De Witt Bogardus.....24 00

Class No. 3. Cotton hammock and bag stuff:

Woodbury & Rice.....420 00
Geo. H. Creed.....399 00
De Witt Bogardus.....410 00
E. A. Brinckerhoff.....*370 00
G. K. Sheridan.....400 00

Class No. 16. Ship-chandlery:

Woodbury & Rice.....956 50
Hyatt & Spencer.....935 55
Geo. H. Creed.....*928 45
D. Babcock & Co.....1,055 30
De Witt Bogardus.....937 30
S. S. Moore, jr.....1,208 65

Class No. 8. Hardware:

Hyatt & Spencer.....*77 11
Geo. H. Creed.....77 61
D. Babcock & Co.....89 09
De Witt Bogardus.....169 65
S. S. Moore.....1,368 85

Class No. 18. Stationery:

De Witt Bogardus.....222 55
Wm. Ballantyne.....192 85
W. H. Dempsey.....230 00
A. S. Barnes & Co.....*165 02

Class No. 9. Cooking-utensils:

Woodbury & Rice.....*48 85
Hyatt & Spencer.....52 99
Geo. H. Creed.....64 70
D. Babcock & Co.....62 90
De Witt Bogardus.....62 00

Class No. 19. Dry-goods:

Woodbury & Rice.....1,090 85
Hyatt & Spencer.....935 42
G. H. Creed.....*833 20
D. Babcock & Co.....1,123 10
De Witt Bogardus.....*818 88

Class No. 12. Leather:

Woodbury & Rice.....840 00
Hyatt & Spencer.....*552 00
Geo. H. Creed.....840 00
D. Babcock & Co.....936 00
De Witt Bogardus.....588 00
W. W. Walton.....*16 00

Class No. 20. Firewood, &c.:

Woodbury & Rice.....*687 50
De Witt Bogardus.....1600 00

Class No. 22. Paints, &c.:

Woodbury & Rice.....*216 90
Hyatt & Spencer.....242 53
Geo. H. Creed.....247 10
D. Babcock & Co.....281 86
De Witt Bogardus.....262 10

Accepted.

† Rejected.

At Boston navy-yard.

Class No. 2. Cotton canvas:

De Witt Bogardus	\$24,677 00
S. C. Carl	28,717 25
Woodbury & Rice	27,690 00
G. H. Creed	*23,657 50
E. A. Brinckerhoff	23,740 00
G. K. Sheridan	27,071 25

Class No. 3. Hammock-stuffs:

De Witt Bogardus	8,712 50
S. C. Carl	9,255 00
Woodbury & Rice	8,875 00
G. H. Creed	7,900 00
E. A. Brinckerhoff	*7,712 50
G. K. Sheridan	8,590 25

Class No. 4. Iron:

De Witt Bogardus	†181 00
Woodbury & Rice	228 50
G. H. Creed	*190 00

Class No. 8. Hardware:

De Witt Bogardus	110 92
Woodbury & Rice	131 20
D. Babcock & Co	152 50
Hyatt & Spencer	141 32
G. H. Creed	*77 40
S. S. Moore, jr	2,893 10

Class No. 9. Cooking utensils:

De Witt Bogardus	†209 90
Woodbury & Rice	267 80
D. Babcock & Co	311 50
Hyatt & Spencer	269 20
G. H. Creed	*222 10

Class No. 12. Leather:

De Witt Bogardus	186 00
Woodbury & Rice	210 00
D. Babcock & Co	160 80
Hyatt & Spencer	282 00
Geo. H. Creed	*138 00
Price & Barnum	222 00
W. M. Walton	180 00

Class No. 14. Ox-hides:

De Witt Bogardus	†15,900 00
Woodbury & Rice	19,500 00
D. Babcock & Co	20,000 00
Hyatt & Spencer	*16,500 00

Geo. H. Creed	\$17,400 00
W. M. Walton	18,750 00

Class No. 15. Brushes:

De Witt Bogardus	287 50
Woodbury & Rice	250 00
D. Babcock & Co	223 50
Hyatt & Spencer	292 30
G. H. Creed	*216 00
S. S. Moore, jr	527 50

Class No. 16. Ship-chandlery:

De Witt Bogardus	1,731 20
Woodbury & Rice	1,620 30
D. Babcock & Co	1,640 40
Hyatt & Spencer	1,669 19
G. H. Creed	*1,597 40
S. S. Moore, jr	1,870 20

Class No. 17. Tar, &c.:

De Witt Bogardus	6,868 00
Woodbury & Rice	7,652 00
D. Babcock & Co	7,543 00
Hyatt & Spencer	7,733 60
G. H. Creed	*6,852 00

Class No. 18. Stationery:

De Witt Bogardus	325 25
Wm. Ballantyne	293 95
W. H. Dempsey	326 50
A. S. Barnes & Co	*253 35

Class No. 19. Dry-goods:

De Witt Bogardus	2,284 00
S. C. Carl	2,357 50
Woodbury & Rice	2,903 00
D. Babcock & Co	2,602 00
Hyatt & Spencer	2,326 90
G. H. Creed	*1,636 50

Class No. —. Firewood:

De Witt Bogardus	600 00
Woodbury & Rice	*750 00
D. Babcock & Co	800 00

Class No. 22. Paints, &c.:

De Witt Bogardus	1,162 15
Woodbury & Rice	1,052 10
D. Babcock & Co	1,241 90
Hyatt & Spencer	1,130 99
G. H. Creed	*1,042 90

At Brooklyn navy-yard.

Class No. 1. Flax canvas:

De Witt Bogardus	\$283,922 00
S. C. Carl	262,028 00
Woodbury & Rice	210,650 00
Wm. E. Brand	228,025 00
G. H. Creed	*210,410 00
Arch. Taylor	285,105 00

*Accepted.

Class No. 2. Cotton canvas:

De Witt Bogardus	\$36,770 00
S. C. Carl	41,984 00
Woodbury & Rice	40,600 00
G. H. Creed	*34,465 00
E. A. Brinckerhoff	34,562 00
G. K. Sheridan	38,965 00

†Rejected.

Class No. 3. Cotton hammock-stuff, &c.:

De Witt Bogardus.....	\$18,450 00
S. C. Carll.....	19,600 00
Woodbury & Rice.....	18,800 00
G. H. Creed.....	16,700 00
E. A. Brinkerhoff.....	*16,250 00
G. K. Sheridan.....	17,787 00

Class No. 8. Hardware:

De Witt Bogardus.....	913 61
D. Babcock & Co.....	1,087 50
Woodbury & Rice.....	961 40
Hyatt & Spencer.....	986 12
G. H. Creed.....	*761 60
S. S. Moore, jr.....	9,043 16

Class No. 9. Cooking utensils:

De Witt Bogardus.....	965 26
D. Babcock & Co.....	1,263 31
S. C. Carll.....	1,292 44
Woodbury & Rice.....	1,022 30
Hyatt & Spencer.....	1,140 69
G. H. Creed.....	*935 02

Class No. 12. Leather:

De Witt Bogardus.....	800 00
D. Babcock & Co.....	*80 00
Woodbury & Rice.....	880 00
Hyatt & Spencer.....	800 00
G. H. Creed.....	*700 00
Wm. M. Walton.....	860 00

Class No. 13. Soap, &c.:

De Witt Bogardus.....	†400 00
D. Babcock & Co.....	*400 00
Woodbury & Rice.....	440 00
Hyatt & Spencer.....	405 00
G. H. Creed.....	440 00

Class No. 15. Brushes:

De Witt Bogardus.....	†665 00
D. Babcock & Co.....	813 00
S. C. Carll.....	1,020 00
Woodbury & Rice.....	798 06
Hyatt & Spencer.....	853 60

G. H. Creed.....	*8723 00
S. S. Moore, jr.....	893 00

Class No. 16. Ship-chandlery:

De Witt Bogardus.....	†4,079 75
D. Babcock & Co.....	9,317 60
S. C. Carll.....	8,877 00
Woodbury & Rice.....	6,035 75
Hyatt & Spencer.....	8,644 23
Geo. H. Creed.....	*5,911 00
S. S. Moore, jr.....	10,214 10

Class No. 17. Tar, &c.:

De Witt Bogardus.....	758 40
D. Babcock & Co.....	713 52
Woodbury & Rice.....	846 72
Hyatt & Spencer.....	750 00
G. H. Creed.....	*620 00
Maclay & Maclay.....	780 00

Class No. 18. Stationery:

De Witt Bogardus.....	785 62
F. A. Mountain.....	698 70
Wm. Ballentyne.....	*644 15
W. H. Dempsey.....	763 92
A. S. Barnes & Co.....	†139 12

Class No. 19. Dry goods:

De Witt Bogardus.....	231 40
D. Babcock & Co.....	248 00
Woodbury & Rice.....	176 10
Hyatt & Spencer.....	178 17
G. H. Creed.....	*114 00

Class No. 21. Sand:

De Witt Bogardus.....	†120 00
D. Babcock & Co.....	*312 00
Woodbury & Rice.....	800 00

Class No. 22. Paints, &c.:

De Witt Bogardus.....	825 00
D. Babcock & Co.....	825 90
Woodbury & Rice.....	750 75
Hyatt & Spencer.....	739 70
G. H. Creed.....	*732 00
Maclay & Maclay.....	811 50

At Philadelphia navy-yard.

Class No. 2. Cotton canvas:

De Witt Bogardus.....	\$11,288 00
S. C. Carll.....	12,907 79
Woodbury & Rice.....	12,504 00
Geo. H. Creed.....	10,742 50
E. A. Brinkerhoff.....	*10,615 50
G. K. Sheridan.....	12,064 00
W. H. Pearson.....	13,627 85

Class No. 3. Hammock-stuff, &c.:

De Witt Bogardus.....	\$4,540 00
S. C. Carll.....	9,303 60
Woodbury & Rice.....	8,942 00
G. H. Creed.....	8,314 00
E. A. Brinkerhoff.....	*7,711 00
G. K. Sheridan.....	8,561 00
W. H. Pearson.....	10,063 00

Accepted.

Informal.

†Rejected.

Class No. 8. Hardware :

De Witt Bogardus.....	\$871 23
Hyatt & Spencer.....	*800 70
Paul J. Field.....	1,003 02
G. H. Creed.....	901 51
D. Babcock & Co.....	850 65
W. H. Pearson.....	1,367 27

Class No. 9. Cooking-utensils :

De Witt Bogardus.....	†100 74
Hyatt & Spencer.....	175 70
Paul J. Field.....	182 42
Geo. H. Creed.....	*128 40
D. Babcock & Co.....	178 40

Class No. 12. Leather :

De Witt Bogardus.....	2,632 80
Hyatt & Spencer.....	*2,529 80
G. H. Creed.....	2,810 10
D. Babcock & Co.....	3,081 00
W. M. Walton.....	2,992 50

Class No. 13. Soap, &c :

De Witt Bogardus.....	173 87
Woodbury & Rice.....	159 20
Hyatt & Spencer.....	161 05
P. J. Field.....	189 04
G. H. Creed.....	188 84
D. Babcock & Co.....	*156 75

Class No. 15. Brushes :

De Witt Bogardus.....	730 20
Hyatt & Spencer.....	*533 56
G. H. Creed.....	535 40
D. Babcock & Co.....	734 16
W. H. Pearson.....	745 31
Shepherd & Fisher.....	605 60

Class No. 16. Ship chandlery :

De Witt Bogardus.....	\$2,459 95
Hyatt & Spencer.....	*2,088 14
P. J. Field.....	3,650 72
G. H. Creed.....	3,188 75
D. Babcock & Co.....	3,684 33

Class No. 17. Tar, &c :

De Witt Bogardus.....	1,389 48
Hyatt & Spencer.....	1,352 40
G. H. Creed.....	1,404 40
D. Babcock & Co.....	*1,334 60

Class No. 18. Stationery :

De Witt Bogardus.....	477 66
Wm. Ballantyne.....	391 48
F. Foster.....	437 87
W. H. Dempsey.....	325 38
A. S. Barnes & Co.....	306 90

Class No. 19. Dry Goods :

De Witt Bogardus.....	†369 66
Hyatt & Spencer.....	*388 03
G. H. Creed.....	394 90
D. Babcock & Co.....	427 32

Class No. 20. Fire-wood :

De Witt Bogardus.....	1,700 00
Woodbury & Rice.....	1,650 00
P. J. Field.....	*1,033 50
D. Babcock & Co.....	1,525 00

Class No. 22. Paints, &c :

De Witt Bogardus.....	1,795 20
Woodbury & Rice.....	1,752 00
Hyatt & Spencer.....	1,517 32
G. H. Creed.....	*1,497 50
D. Babcock & Co.....	1,895 75

At the Washington navy-yard.

Class No. 4. Iron, &c. :

De Witt Bogardus.....	†\$331 00
Geo. P. Goff.....	*355 50
Wyett & Bros.....	367 00

Class No. 5. Galley-iron :

De Witt Bogardus.....	†3,146 35
Geo. P. Goff.....	3,761 10
Wyett & Bros.....	*3,329 22

Class No. 7. Chain-iron :

De Witt Bogardus.....	†14,620 42
Woodbury & Rice.....	*15,432 67
G. H. Creed.....	15,499 65
Smith & Bros.....	15,914 77

Class No. 8. Hardware :

Dewitt Bogardus.....	1,140 77
D. Babcock & Co.....	1,424 32
Woodbury & Rice.....	1,057 82
Hyatt & Spencer.....	1,144 61
G. P. Goff.....	*930 97

Class No. 9. Cooking-utensils :

De Witt Bogardus.....	\$103 20
D. Babcock & Co.....	113 40
Woodbury & Rice.....	90 00
Hyatt & Spencer.....	109 56
Geo. P. Goff.....	*80 76

Class No. 11. Tin, &c. :

De Witt Bogardus.....	645 00
Woodbury & Rice.....	669 00
Hyatt & Spencer.....	767 63
Geo. P. Goff.....	*642 00

Class No. 12. Leather :

De Witt Bogardus.....	216 80
D. Babcock & Co.....	240 80
Woodbury & Rice.....	208 00
Hyatt & Spencer.....	*201 00
G. P. Goff.....	217 20
Price & Barnum.....	312 60
W. M. Walton.....	219 00

*Accepted.

†Rejected.

Class No. 16. Ship-chandlery :

De Witt Bogardus.....	\$798 50
D. Babcock & Co.....	998 00
Woodbury & Rice.....	674 05
Hyatt & Spencer.....	877 05
G. P. Goff.....	*658 00

Class No. 17. Tar, &c. :

De Witt Bogardus.....	†330 00
D. Babcock & Co.....	*334 40
Hyatt & Spencer.....	352 00
G. P. Goff.....	374 00

Class No. 18. Stationery :

De Witt Bogardus.....	396 40
Wm. Ballantyne.....	434 85
W. H. Dempsey.....	387 17
A. S. Barnes & Co.....	*359 15

Class No. 19. Dry goods :

De Witt Bogardus.....	\$32 70
D. Babcock & Co.....	41 00
Woodbury & Rice.....	*31 60
Hyatt & Spencer.....	33 22
Geo. P. Goff.....	51 00

Class No. 20. Sand :

De Witt Bogardus.....	630 00
Woodbury & Rice.....	*497 40

Class No. 22. Paints, &c. :

De Witt Bogardus.....	316 25
D. Babcock & Co.....	368 00
Hyatt & Spencer.....	*307 75
Geo. P. Goff.....	315 00

At the Norfolk navy-yard.

Class No. 2. Cotton-canvas :

S. C. Carrl.....	\$6, 410 62
Woodbury & Rice.....	6, 192 00
A. H. Lindsey.....	6, 701 50
G. H. Creed.....	5, 936 75
De Witt Bogardus.....	5, 620 80
E. A. Brinckerhoff.....	*5, 373 62
G. K. Sheridan.....	6, 620 00

Class No. 9. Hardware :

Woodbury & Rice.....	218 60
Taylor, Martin & Co.....	175 90
Hyatt & Spencer.....	216 65
G. H. Creed.....	149 90
D. Babcock & Co.....	*113 57
De Witt Bogardus.....	132 80
Lookins & Myers.....	192 80

Class No. 12. Leather :

Woodbury & Rice.....	508 00
A. H. Lindsey.....	471 25
Hyatt & Spencer.....	378 00
G. H. Creed.....	477 50
D. Babcock & Co.....	570 00
De Witt Bogardus.....	414 75
Lookins & Myers.....	*366 50
A. M. Walton.....	493 50

Class No. 16. Ship-chandlery :

Woodbury & Rice.....	379 20
Taylor, Martin & Co.....	534 50
Hyatt & Spencer.....	357 90
G. H. Creed.....	*276 25
D. Babcock and Co.....	426 25
De Witt Bogardus.....	363 25
Lookins & Myers.....	422 00

Class No. 17. Tar, &c. :

Woodbury & Rice.....	170 00
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Accepted.

5 X

Taylor, Martin & Co.....	\$500 00
Hyatt & Spencer.....	118 00
G. H. Creed.....	130 00
D. Babcock & Co.....	*102 50
De Witt Bogardus.....	120 00
Lookins & Myers.....	245 00

Class No. 18. Stationery :

Wm. Ballantyne.....	*210 95
A. H. Lindsey.....	246 77
De Witt Bogardus.....	254 40
W. H. Dempsey.....	239 22
Lookins & Myers.....	369 96
A. S. Barnes & Co.....	220 47

Class No. 19. Dry-goods :

Woodbury & Rice.....	761 95
Hyatt & Spencer.....	*681 91
G. H. Creed.....	685 55
D. Babcock & Co.....	788 65
De Witt Bogardus.....	†646 85
Lookins & Myers.....	1, 315 95

Class No. 20. Wood, &c. :

A. A. McCullough.....	490 00
Woodbury & Rice.....	575 00
A. H. Lindsey.....	479 00
Taylor, Martin & Co.....	*475 00
D. Babcock & Co.....	375 00
De Witt Bogardus.....	900 00
Lookins & Myers.....	483 00
J. N. Gray.....	525 00

Class No. 22. Paints, &c. :

Woodbury & Rice.....	484 75
Hyatt & Spencer.....	494 82
G. H. Creed.....	*454 50
D. Babcock & Co.....	584 75
De Witt Bogardus.....	531 00
Lookins & Myers.....	597 50

† Rejected.

No. 4.

BUREAU OF YARDS AND DOCKS, NAVY DEPARTMENT,
Washington, D. C., November 1, 1872.

SIR: In compliance with your order of 16th October, I have the honor to submit my annual report for the fiscal year ending June 30, 1872, and estimates for the fiscal year ending June 30, 1874, together with an abstract of offers for supplies coming under the cognizance of the Bureau of Yards and Docks, for the fiscal year ending June 30, 1873.

I am, very respectfully, your obedient servant,

C. R. P. RODGERS,
Chief of Bureau.

Hon. GEO. M. ROBESON,
Secretary of the Navy.

BUREAU OF YARDS AND DOCKS, NAVY DEPARTMENT,
Washington, D. C., November 1, 1872.

SIR: I have the honor to submit the annual report of the Bureau of Yards and Docks, with estimates for improvements, repairs, and contingent expenses for the next fiscal year.

In presenting these estimates, I have been controlled by your instructions to confine them to such demands as will meet the pressing and immediate wants of our navy-yards, although in my opinion the country would be strengthened and the chances of foreign war decreased, were those establishments placed in a greater state of readiness to meet any hostile emergencies that may arise.

On the Pacific shore, the navy-yard at Mare Island presents the opportunity to create all that can be desired in a great dock-yard. Its ample area, its abundant water-front, its firm foundations, and its shelter behind the defenses of a great city, were early secured with wise forethought, and I trust that Congress may be induced to make liberal appropriations to develop these great advantages, and to secure on the Pacific one great naval establishment, perfect in its appointments, and well fitted to enforce our naval supremacy on the ocean that forms our western boundary.

We have already begun at Mare Island a much-needed dry-dock of the first magnitude, to continue which an appropriation is asked, as is also one for the establishment of an armor-plating workshop, indispensable to the Bureau of Construction.

I also urge the importance of continuing the quay-wall along the water-front where our ships may lie, the enlargement of the tramways for transportation, and the great importance of bringing water from the main-land to avert the constantly recurring danger of water-famine. To this end a large reservoir must be built to provide against imminent dangers from fire and drought.

The channel in front of the navy-yard has been neglected of late years, and has been so filled with mud that only at the coal-wharf can ships drawing 17 feet be received. It is indispensable that at least \$20,000 should be expended in dredging the channel and around the wharves to the depth necessary for naval purposes.

League Island, a gift accepted by Congress as the site of the navy-yard on the Delaware, to replace the narrow and insufficient establishment now within the most crowded precincts of Philadelphia, is a sub-

ject of grave concern to this Bureau. It already requires a sum not insignificant for its maintenance. It is used to secure the iron-clads not in service, and it presents the anomalous condition of one navy-yard within three miles of another. It is time this should cease, and that the old establishment should be merged in the new. League Island, like the naval sites in Holland and the great German dock-yard recently built at Wilhelmshafen, must be redeemed at great cost from the marsh. At present it is only protected from overflow by dikes that save it from being submerged at every tide. Already several acres have been filled and raised three feet above high-water mark, and at the end of the present fiscal year the area thus retrieved will be as large as that occupied by the present navy-yard at Philadelphia.

With your sanction, in September, I assembled at League Island a board of civil engineers, to study and report a plan for the economical development of the resources of this site, and in December it will re-assemble and present a careful exhibit of the results of its labors.

I would respectfully suggest that Congress be asked to have the Philadelphia navy-yard carefully valued, and that it appropriate a sum equal to this estimated value, to be expended in renewing on League Island the present establishment at Philadelphia, the Treasury to be reimbursed when League Island shall be ready for occupation, by the sale of the land and buildings now constituting the Philadelphia navy-yard. This will give us a great navy-yard, in the midst of our coal and iron region, inaccessible to a hostile fleet; grand in its proportions and water-front, its fresh water affording preservation to our iron vessels, and the great manufacturing population that surrounds it furnishing an inexhaustible resource of skilled labor.

Efforts have been made to procure the removal of the New York navy-yard from its present site, or to sell a portion of its unimproved land. After a very careful examination, I beg leave to offer my most earnest protest against both of these attempts. The present site is admirably adapted to the wants of the Navy; its area is ample, but not excessive; the marsh-land is being rapidly filled up without cost to the Government, simply by allowing private parties to use it as a dumping-ground, and in a few years will be wholly retrieved, affording us ample space for the timber-docks, basins, and buildings which we shall soon need to establish. It would be extremely impolitic and injudicious to alienate such a valuable possession, so needed by the General Government, to gratify speculative projects of individuals, or narrow local interests.

A navy-yard like that at Brooklyn, surrounded by the private dry-docks, ship-yards, and machine-shops of New York, with their great army of skilled artisans and vast stores of material, is just what the nation needs in a great war. All these establishments, shorn of commercial employment by the commencement of hostilities, would become subsidiary and invaluable to the central navy-yard, to which they are contiguous, and which would suffice to direct, instruct, and oversee their best capabilities of usefulness. Much of the work required by a fleet common to all ship-building, naval and mercantile, but the part exclusively naval would be done by the navy-yard proper, while the remainder under its direction would be performed at the private establishments.

The New York yard, wholly within the defenses of the great commercial metropolis, would be unassailable by an enemy from the sea, and it would render the vast naval resources of New York a tower of strength to the country. Vast sums have been expended at this New

York yard ; twenty-five millions would not replace it on another site. I should esteem it a great disaster to our Navy should Congress alienate this yard, its most valuable naval resource and possession.

I beg also to call your attention to the importance of the Norfolk navy-yard, where the mildness of the climate insures the uninterrupted progress of work in mid-winter. This is of vast moment to the Navy, and the situation of the yard, on Elizabeth River, renders its approach impracticable to a hostile fleet, from the facility with which the channel may be obstructed and defended. I would earnestly recommend that this yard, once our greatest establishment, be thoroughly rebuilt, its area increased, and its channel deepened by dredging. It is very important that its quay-wall be extended, so that ships may be securely moored at it, and that another dry-dock be built, as there are no private docks in the neighboring cities.

An armor-plating shop is of the utmost importance, and I urgently recommend an appropriation for it.

This Bureau has less accommodations and facilities for performing its work at navy-yards than any other Bureau of the Department; its store-houses and workshops are small and insufficient at all the yards, and especially at New York, where large quantities of costly materials and much valuable machinery are crowded in old, dilapidated, temporary buildings, exposed to injury from want of proper protection, inconvenient of access and liable to be destroyed by fire. It is earnestly hoped that Congress will make proper appropriations for the removal of the serious inconvenience and great loss which this Bureau is subjected to in this particular.

The following will show the amounts expended at the various navy-yards and stations during the fiscal year ended 30th of June, 1872, with estimates for improvements and repairs, and civil establishments, during the fiscal year ending 30th of June, 1874.

KITTERY, MAINE.

There has been expended under the appropriation, "Navy-yard, Kittery, Maine," during the fiscal year ended 30th June, 1872, for materials, \$14,516.80, and for labor, \$62,697.79, making an aggregate of \$77,214.59, all of which has been for current repairs of the various buildings and other improvements. The amount expended under the appropriation for "Civil Establishment" is \$3,425.24. For the various objects enumerated under the head of "Contingent" there has been expended the sum of \$68,428.21.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Navy-yard, Kittery, Maine," \$133,500, and for "Civil Establishment at navy-yard, Kittery, Maine," \$9,900.

CHARLESTOWN, MASSACHUSETTS.

The amount expended at this yard, under the appropriation, "Navy-yard, Charlestown, Massachusetts," during the fiscal year ended 30th June, 1872, is, for materials, \$45,714.64, and for labor, \$41,249.42, making an aggregate of \$86,964.06, all for current repairs. Under the appropriation for "Emergencies at naval stations," there has been expended the sum of \$977.50.

The amount expended under the appropriation for "Civil Establishment" is \$11,843.52, and under the appropriation "Contingent" there has been expended the sum of \$139,113.36.

Estimates are submitted for the fiscal year ending 30th June, 1874,

"Navy-yard, Charlestown, Massachusetts," \$370,050; for "Civil Establishment, navy-yard, Charlestown, Massachusetts," \$12,700.

BROOKLYN, NEW YORK.

The amount expended under the appropriation, "Navy-yard, Brooklyn, New York," during the fiscal year ended 30th June, 1872, is, for materials, \$30,510.91, and for labor, \$167,639.19, making an aggregate of \$198,150.10, a considerable portion of which has been expended upon the new machine-shop, a large establishment which is now far advanced toward completion, and which, in fact, is now partially occupied for the purpose intended. The amount expended under the appropriation for "Emergencies at naval stations" is \$4,671.91. The amount expended under the head of "Civil Establishment" is \$11,751.59, and for objects coming under the head of "Contingent" there has been expended the sum of \$178,846.58 during the fiscal year.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Navy-yard, Brooklyn, New York," \$367,500; for "Civil Establishment, navy-yard, Brooklyn, New York," \$12,600.

PHILADELPHIA, PENNSYLVANIA.

The amount expended under the appropriation, "Navy-yard, Philadelphia, Pennsylvania," during the fiscal year ended 30th June, 1872, is, for materials, \$10,938.44, and for labor, \$22,807.87, making an aggregate of \$33,746.31. The amount expended under the head of "Civil Establishment" is \$9,199.89, and for objects coming under the head of "Contingent" the sum of \$63,062.98 has been expended during the fiscal year.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Navy-yard, Philadelphia, Pennsylvania," \$66,000; for "Civil Establishment, navy-yard, Philadelphia," \$8,900.

WASHINGTON, D. C.

The amount expended under the appropriation, "Navy-yard, Washington, D. C.," during the fiscal year ended 30th June, 1872, is, for materials, \$21,663.66, and for labor, \$50,067.51, making an aggregate of \$71,731.17. The amount expended under the head of "Civil Establishment" is \$11,400, and under the head of "Contingent" is \$89,307.85.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Navy-yard, Washington, D. C.," \$140,000; for "Civil Establishment at navy-yard, Washington, D. C.," \$9,900.

NORFOLK, VIRGINIA.

The amount expended under the appropriation, "Navy-yard, Norfolk, Virginia," during the fiscal year ended 30th June, 1872, is, for materials, \$14,646.12, and for labor, \$63,734.58, making an aggregate of \$78,380.70. The amount expended under the head of "Civil Establishment" is \$7,399.71, and for objects coming under the head of "Contingent" is \$65,652.61.

Estimates are submitted for the fiscal year ending June 30th, 1874, for "Navy-yard, Norfolk, Virginia," \$185,000; for "Civil Establishment, navy-yard, Norfolk, Virginia," \$7,400.

PENSACOLA, FLORIDA.

The amount expended under the appropriation, "Navy-yard, Pensacola, Florida," during the fiscal year ended 30th June, 1872, is, for materials, \$36,851.11, and for labor, \$55,154.43, making an aggregate of \$92,005.54. The amount expended under the head of "Emergencies at naval stations" is \$2,229.36. The amount expended under the head of "Civil Establishment" is \$5,099.90, and for objects coming under the head of "Contingent" is \$32,752.92.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Navy-yard, Pensacola, Florida," \$107,500; for "Civil Establishment, navy-yard, Pensacola, Florida," \$5,100.

MARE ISLAND, CALIFORNIA.

The amount expended at this yard under the appropriation, "Navy-yard, Mare Island," during the fiscal year ended 30th June, 1872, is, for materials, \$134,752.25, and for labor, \$249,196.65, making an aggregate of \$383,948.90. The amount expended under the head of "Emergencies at naval stations" is \$31,877.52; the amount under head of "Civil Establishment" is \$10,984.62, and for objects coming under head of "Contingent" is \$74,999.38.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Navy-yard, Mare Island," \$707,760; for "Civil Establishment, navy-yard, Mare Island," \$10,300.

SACKETT'S HARBOR, NEW YORK.

The amount expended during the fiscal year ended 30th June, 1872, under the appropriation, "Naval station, Sackett's Harbor," for repairs of buildings is \$437.65.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Naval station, Sackett's Harbor," \$1,000.

MOUND CITY, ILLINOIS.

The amount expended under the appropriation, "Naval station, Mound City," during the fiscal year ended 30th June, 1872, is \$4,061.48. The amount expended for objects coming under the head of "Contingent" is \$11,325.45.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Naval station, Mound City," \$5,000.

NEW LONDON, CONNECTICUT.

The amounts expended at this station during the fiscal year ended 30th June, 1872, under the appropriation "Naval station, New London," is \$13,702.61, and for objects coming under the head of "Contingent" is \$3,247.41.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Naval station, New London," \$5,000.

LEAGUE ISLAND, PENNSYLVANIA.

The amount expended at this station under the appropriation, "Naval station, League Island," during the fiscal year ended 30th June,

1872, is, for materials, \$99,891.65, and for labor, \$23,167.69, making an aggregate of \$123,059.34. The amount expended for objects coming under the head of "Contingent" is \$25,737.55.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Civil Establishment at League Island," \$7,600.

KEY WEST, FLORIDA.

The amount expended at this station, under the head of "Naval station, Key West," during the fiscal year ended 30th June, 1872, is \$14,874.38. For objects coming under the head of "Contingent" is \$2,196.76.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Naval station, Key West," \$7,000.

NEW ORLEANS, LOUISIANA.

At this station there has been expended under the head of "Contingent" during the fiscal year ended 30th June, 1872, the sum of \$85.10.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Naval station, New Orleans," \$1,000.

EMERGENCIES AT NAVAL STATIONS.

Under this appropriation, as hereinbefore stated, there has been expended at the several navy-yards, during the fiscal year ended 30th June, 1872, the sum of \$39,756.29. These expenditures have been made at Charlestown, Massachusetts, in repairing large chimney; at Brooklyn, in the repairs to wharf, injured by a storm; at Pensacola, upon masting-sheers; and at Mare Island, in repairs of floating-dock.

Estimates are submitted for the fiscal year ending 30th June, 1874, for "Emergencies at naval stations," \$50,000.

NAVAL ASYLUM, PHILADELPHIA.

On the 1st of July, 1871, there were 159 persons, including officers and attendants, borne on the rolls of the asylum during the fiscal year ended 30th June, 1872. Eleven beneficiaries have been admitted, and 10 have died. The expenses of the institution for the support of the beneficiaries, pay of officers and attendants, and for miscellaneous repairs, are:

For subsistence	\$17,687 14
For clothing, tobacco, &c	10,169 33
For miscellaneous items	7,104 71
For officers and attendants	29,033 23
	<hr/>
	63,994 41

The total amount estimated for the support of the institution during the fiscal year ending 30th June, 1874, for the annual repairs of buildings, improvements of cemetery, and support of beneficiaries, is \$51,650, which, by law, is paid out of the the naval pension fund.

TIMBER-LANDS.

For the protection of the reserved timber-lands, and employment of proper agents and superintendents, there has been expended during the

fiscal year ended 30th June, 1872, the sum of \$5,000. Since the close of the fiscal year, the care of these lands has been transferred to the Bureau of Construction and Repair.

CONTINGENT.

The amount expended at the several navy-yards and stations, under this appropriation, during the fiscal year ended 30th June, 1872, is \$754,756.16.

Estimates are submitted for the fiscal year ending 30th June, 1874, for necessary expenses coming under the head of "Contingent" at navy-yards and stations, amounting to \$950,000.

The demands upon this appropriation are numerous, pressing, and unavoidable; the utmost care and attention of the Bureau is devoted to the economical and judicious expenditure of this fund, and yet it is found difficult to curtail the expenses without serious inconvenience and injury to the service. It is believed that the amount asked for is actually necessary and indispensable, to enable the Bureau to provide for the payment of the many charges against this appropriation.

I am, sir, very respectfully, your obedient servant,

C. R. P. RODGERS,
Chief of Bureau.

Hon. GEORGE M. ROBESON,
Secretary of the Navy.

ABSTRACT OF OFFERS FOR SUPPLIES (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF YARDS AND DOCKS, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1845.

Offers for supplies for the navy-yard at Kittery, Maine, under advertisement dated July 22, 1872.

Class No. 1. Bricks :

D. Babcock & Co.....	\$1,240 00
Samuel Adams & Co.....	*1,100 00
Woodbury & Rice	2,000 00
William H. Smith	+1,450 00
H. A. Mathes	+1,020 00
George W. Ford	1,146 00
George A. Hammond	\$1,100 00

Class No. 2. Stone :

D. Babcock & Co	2,320 00
James Symington.....	1,560 00
William H. Smith	+4,600 00
Ezra Eames	*1,400 00

Class No. 3. Yellow-pine timber :

Trickey & Jewett	*3,450 00
George A. Hammond	\$3,092 53

Class No. 4. Yellow-pine lumber :

Trickey & Jewett	*1,116 00
George A. Hammond	\$1,128 10

*Accepted.

† Rejected.

Class No. 5. Oak and hardwood :

Trickey & Jewett	*33,000 00
George A. Hammond	\$2,032 00

Class No. 6. White-pine, spruce, juniper, and cypress :

Trickey & Jewett	*7,951 50
Samuel Adams & Co.....	8,067 50
George A. Hammond	\$6,702 50

Class No. 7. Lime, hair, and plaster :

D. Babcock & Co	*204 00
Samuel Adams & Co.....	220 00
Woodbury & Rice	228 00
William H. Smith	+247 50
George A. Hammond	\$249 00

Class No. 8. Cement :

D. Babcock & Co	*230 00
Hyatt & Spencer	248 00
Samuel Adams & Co.....	235 00
Woodbury & Rice	245 00

‡ Informal.

§ Received too late.

William H. Smith	\$190 00	Class No. 20. Hay and straw :	
George A. Hammond	\$265 00	Trickey & Jewett	\$3,000 00
Class No. 10. Slate :		Woodbury & Rice	5,000 00
D. Babcock & Co	780 00	William H. Smith	4,900 00
Hyatt & Spencer	1,020 00	Elijah Howe, jr.	2,800 00
Samuel Adams & Co	*740 00	L. DeRochment	*2,780 00
William H. Smith	1700 00	William Furbish	2,783 00
George A. Hammond	\$678 00	George A. Hammond	3,350 00
Class No. 11. Iron, iron spikes, and nails :		Class No. 21. Provender :	
Loring & Wales Bros	15,173 50	James Symington	*1,811 00
D. Babcock & Co	13,585 25	Joshua Brooks	1,922 90
Hyatt & Spencer	13,265 49	Woodbury & Rice	2,602 00
Woodbury & Rice	*10,987 20	William H. Smith	†1,996 75
William H. Smith	†14,676 50	Class No. 22. Charcoal :	
Class No. 12. Steel :		Charles G. Brown	*260 00
Loring & Wales Bros	3,154 00	D. Babcock & Co	*260 00
Lyman D. Spalding	3,040 00	Woodbury & Rice	400 00
Woodbury & Rice	2,548 00	William H. Smith	†270 00
William H. Smith	†2,280 00	Class No. 23. Belting, pack- ing, and hose :	
Elijah Howe, jr.	*2,494 50	D. Babcock & Co	324 70
Class No. 14. Files :		Hyatt & Spencer	*274 70
S. S. Moore, jr.	370 62	James Symington	278 00
Hyatt & Spencer	300 90	Woodbury & Rice	275 90
Woodbury & Rice	*266 30	Wm. H. Smith	†351 00
William H. Smith	†351 60	A. M. Stewart	†21 00
Class No. 15. Oils, paints, and glass :		Class No. 24. Sperm and lu- bricating oils :	
D. Babcock & Co	2,722 05	D. Babcock & Co	*899 00
Hyatt & Spencer	*2,401 90	Hyatt & Spencer	1,013 00
James Symington	2,586 45	Woodbury & Rice	935 00
Archibald & J. G. McClay,	2,678 00	Wm. H. Smith	†910 00
Woodbury & Rice	2,474 50	Class No. 25. Iron-work, pip- ing, &c :	
William H. Smith	†2,959 00	D. Babcock & Co	198 00
Class No. 16. Ship-chandlery :		Hyatt & Spencer	183 03
D. Babcock & Co	764 50	Woodbury & Rice	*102 50
S. S. Moore, jr.	727 71	Wm. H. Smith	†220 10
Hyatt & Spencer	673 45	J. J. Walworth, prest	197 14
Woodbury & Rice	*584 55	Class No. 31. Copper and com- position nails :	
William H. Smith	†737 00	D. Babcock & Co	140 00
Class No. 17. Hardware :		Hyatt & Spencer	*120 00
D. Babcock & Co	6,543 21	Woodbury & Rice	220 00
S. S. Moore, jr.	154,873 78	Wm. H. Smith	†100 00
Hyatt & Spencer	5,664 14	Class No. 32. Machinery and tools :	
Woodbury & Rice	*5,552 74	D. Babcock & Co	7,957 00
William H. Smith	†6,438 81	Geo. H. Creed	8,053 50
Class No. 18. Stationery :		Alonzo S. Gear	8,196 00
William H. Dempsey	*547 08	Woodbury & Rice	*5,014 00
William Ballantyne	690 57	Wm. H. Smith	†7,960 00
William H. Smith	†385 10		

* Accepted.

† Rejected.

: Received too late

Offers for supplies for the navy-yard at Charlestown, Massachusetts, under advertisement dated July 22, 1872.

Class No. 1. Bricks:

Woodbury & Rice	\$2,050 00
D. Babcock & Co	1,850 00
Trickey & Jewett	1,795 00
Hugh Kelley	*1,525 00
William H. Smith	†1,800 00

Class No. 2. Stone:

D. Babcock & Co	*2,788 00
J. R. Bodwell, president ..	2,800 00
James Symington	3,640 00
Ezra Eames	2,845 00
William H. Smith	†2,950 00

Class No. 3. Oak and hard wood:

Watson & Pittinger	2,580 50
Trickey & Jewett	*2,441 00

Class No. 6. White pine, spruce, juniper and cypress:

Watson & Pittinger	10,040 00
Trickey & Jewett	*9,015 00

Class No. 7. Lime, hair, and plaster:

Watson & Pittinger	775 00
Woodbury & Rice	450 00
D. Babcock & Co	*430 00
S. H. Fall	463 50
Hugh Kelley	457 50
William H. Smith	†562 50

Class No. 8. Cement:

Woodbury & Rice	440 00
D. Babcock & Co	*400 00
Hyatt & Spencer	420 00
S. H. Fall	500 00
Hugh Kelley	460 00
William H. Smith	†380 00

Class No. 9. Gravel and sand:

Woodbury & Rice	8,200 00
D. Babcock & Co	1,750 00
S. H. Fall	2,042 00
Hugh Kelley	1,710 00
John Turner	*1,620 00
William H. Smith	†2,200 00

Class No. 10. Slate:

D. Babcock & Co	2,250 00
Hyatt & Spencer	*1,007 75
William H. Smith	†1,087 50

Class No. 11. Iron, iron spikes, and nails:

Woodbury & Rice	2,474 40
D. Babcock & Co	3,346 00

*Accepted.

†Rejected.

George H. Creed	*\$2,083 50
S. H. Munson	3,197 53
Hyatt & Spencer	2,542 85
William H. Smith	†2,481 10

Class No. 12. Steel:

Woodbury & Rice	411 20
George H. Creed	*385 16
S. H. Munson	441 92
William H. Smith	†440 16

Class No. 14. Files:

Woodbury & Rice	*479 61
S. S. Moore, jr	809 78
George H. Creed	596 00
S. H. Munson	683 44
Hyatt & Spencer	574 91
William H. Smith	†658 63

Class No. 15. Paints, oils, and glass:

Woodbury & Rice	3,921 00
D. Babcock & Co	3,161 70
George H. Creed	*2,564 25
Hyatt & Spencer	2,944 52
James Symington	3,647 89
William H. Smith	†3,453 95
A. J. McClay	3,787 63

Class No. 16. Ship chandlery:

Woodbury & Rice	2,384 80
D. Babcock & Co	2,087 85
George H. Creed	*1,752 50
Hyatt & Spencer	1,844 36
William H. Smith	†2,212 20

Class No. 17. Hardware:

Woodbury & Rice	3,319 15
S. S. Moore, jr	77,436 87
George H. Creed	*3,016 90
Hyatt & Spencer	3,349 72
William H. Smith	†3,712 02

Class No. 18. Stationery:

William Ballantyne	1,462 96
William H. Dempsey	*1,308 80
William H. Smith	†1,452 97

Class No. 20. Hay and straw:

Woodbury & Rice	5,925 00
Trickey & Jewett	4,050 00
James Symington	4,911 90
S. H. Fall	*3,925 00
Mullett & Bradbury	4,310 00
A. D. Hoitt	4,443 60
William H. Smith	†6,625 00

Class No. 21. Provender:

Woodbury & Rice	3,128 00
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† Informal.

James Symington.....	*\$2,452 80	D. Babcock & Co.....	\$412 80
Mullett & Bradbury.....	2,603 00	George H. Creed.....	*335 24
William H. Smith.....	†2,370 50	S. H. Munson.....	430 75
Class No. 22. Charcoal:		Hyatt & Spencer.....	437 50
Woodbury & Rice.....	72 00	Mullett & Bradbury.....	388 50
D. Babcock & Co.....	56 00	William H. Smith.....	†428 25
Hyatt & Spencer.....	72 00	A. J. McClay.....	433 00
Mullett & Bradbury.....	*42 00	Class No. 25. Iron-work, pip-	
William H. Smith.....	†54 00	ing, &c:	
Class No. 23. Belting, packing,		Woodbury & Rice.....	4,987 90
and hose:		D. Babcock & Co.....	4,928 25
Woodbury & Rice.....	603 00	George H. Creed.....	*3,938 77
D. Babcock & Co.....	547 50	Hyatt & Spencer.....	4,097 83
George H. Creed.....	569 50	J. J. Walworth, pres't.....	4,967 70
S. H. Munson.....	761 50	William H. Smith.....	†5,933 00
Hyatt & Spencer.....	*463 93	Class No. 32. Machinery and	
James Symington.....	644 25	tools:	
William H. Smith.....	†778 75	Woodbury & Rice.....	295 00
Class No. 24. Sperm and lubri-		D. Babcock & Co.....	297 50
cating oils:		Hyatt & Spencer.....	*242 25
Woodbury & Rice.....	387 95	William H. Smith.....	†594 50

For supplies for the navy-yard at Brooklyn, New York, under advertisement dated July 22, 1872.

Class No. 1. Bricks:		Class No. 6. White-pine,	
		spruce, juniper, and cypress:	
S. C. Carll.....	\$793 25	S. C. Carll.....	\$6,215 00
William H. Smith.....	†825 00	James Symington.....	7,692 63
Woodbury & Rice.....	850 00	Watson & Pittinger.....	6,150 00
D. Babcock & Co.....	*750 00	J. Bigler & Co.....	7,067 50
Class No. 3. Yellow-pine tim-		Trickey & Jewett.....	7,620 00
ber:		Joseph W. Duryee.....	*6,067 50
S. C. Carll.....	1,703 00	D. Babcock & Co.....	6,697 50
James Symington.....	1,209 70	Class No. 7. Lime, hair, and	
Watson & Pittinger.....	1,212 00	plaster:	
J. Bigler & Co.....	1,317 00	S. C. Carll.....	211 00
Trickey & Jewett.....	1,399 50	William H. Smith.....	†184 80
R. J. Neely.....	*1,134 60	Watson & Pittinger.....	236 00
Class No. 4. Yellow-pine lum-		Woodbury & Rice.....	230 00
ber:		D. Babcock & Co.....	*208 00
S. C. Carll.....	505 00	Class No. 8. Cement:	
James Symington.....	445 41	S. C. Carll.....	600 00
Watson & Pittinger.....	396 00	Hyatt & Spencer.....	540 00
J. Bigler & Co.....	432 00	William H. Smith.....	†510 00
Trickey & Jewett.....	450 00	Watson & Pittinger.....	585 00
R. J. Neely.....	*351 00	Woodbury & Rice.....	570 00
Class No. 5. Oak and hard		D. Babcock & Co.....	*510 00
wood:		Class No. 9. Gravel and sand:	
S. C. Carll.....	†82 00	S. C. Carll.....	330 00
James Symington.....	*136 88	William H. Smith.....	†180 00
Watson & Pittinger.....	215 00	Watson & Pittinger.....	184 00
Trickey & Jewett.....	175 00	Woodbury & Rice.....	*69 00
		D. Babcock & Co.....	120 00

*Accepted.

†Rejected.

; Informal.

Class No. 9 $\frac{1}{2}$. Molding and fire-sand and fire-clay:

S. C. Carll	*\$70 00
William H. Smith	140 00
Watson & Pittinger	80 00
Woodbury & Rice	100 00
D. Babcock & Co	79 00

Class No 10. Slate:

Hyatt & Spencer	1,058 00
William H. Smith	1,400 00
D. Babcock & Co	*1,050 00

Class No. 11. Iron, iron spikes, and nails:

George H. Creed	3,757 50
S. C. Carll	*3,454 00
Hyatt & Spencer	4,648 87
William H. Smith	†4,138 25
Woodbury & Rice	4,633 00
D. Babcock & Co	5,320 50

Class No. 12. Steel:

George H. Creed	*249 00
S. C. Carll	350 50
William H. Smith	†257 00
Woodbury & Rice	285 50

Class No. 14. Files:

George H. Creed	242 80
S. C. Carll	383 95
Hyatt & Spencer	241 82
William H. Smith	†266 45
Woodbury & Rice	*202 00
S. S. Moore, jr	321 66

Class No. 15. Paints, oils, and glass:

George H. Creed	*1,688 35
S. C. Carll	1,966 80
Hyatt & Spencer	1,777 49
William H. Smith	†2,154 28
James Symington	1,958 59
Woodbury & Rice	1,970 16
D. Babcock & Co	1,819 08
Blank	2,014 70

Class No. 16. Ship-chandlery:

George H. Creed	2,570 38
S. C. Carll	2,736 83
Hyatt & Spencer	2,577 71
William H. Smith	†2,875 05
Woodbury & Rice	2,304 35
S. S. Moore, jr	2,815 07
D. Babcock & Co	*2,303 45

Class No. 17. Hardware:

George H. Creed	*1,742 25
S. C. Carll	3,838 30
Hyatt & Spencer	1,927 27
William H. Smith	†2,581 02
Woodbury & Rice	1,948 07
S. S. Moore, jr	63,579 13

*Accepted.

Class No. 18. Stationery:

William H. Smith	†\$1,157 45
William Ballantyne	1,255 17
William H. Dempsey	*1,012 33
Frederick A. Mountain	1,168 58

Class No. 20. Hay and straw:

George H. Creed	2,748 00
S. C. Carll	2,800 00
William H. Smith	†3,175 00
James Symington	3,074 30
Woodbury & Rice	3,010 00
E. R. Shipman	*2,700 00

Class No. 21. Provender:

S. C. Carll	3,520 00
William H. Smith	†2,875 00
James Symington	2,473 00
Woodbury & Rice	2,506 00
E. R. Shipman	*2,338 00

Class No. 22. Charcoal:

S. C. Carll	125 00
Hyatt & Spencer	165 00
William H. Smith	†125 00
Woodbury & Rice	200 00
E. R. Shipman	225 00
D. Babcock & Co	*115 00

Class No. 23. Belting, packing, and hose:

George H. Creed	695 25
S. C. Carll	936 25
Hyatt & Spencer	*670 40
William H. Smith	†849 65
Woodbury & Rice	733 10
D. Babcock & Co	773 75

Class No. 24. Sperm and lubricating oils:

George H. Creed	442 00
S. C. Carll	495 00
Hyatt & Spencer	472 00
William H. Smith	†445 00
Woodbury & Rice	*301 20
D. Babcock & Co	398 00

Class No. 25. Iron-work, piping, &c.:

George H. Creed	*1,510 20
Hyatt & Spencer	1,628 70
William H. Smith	†2,702 68
D. Babcock & Co	1,819 57

Class No. 31. Copper and composition nails:

George H. Creed	*696 10
S. C. Carll	754 05
Hyatt & Spencer	729 90
William H. Smith	746 75
Woodbury & Rice	708 25
D. Babcock & Co	721 55

†Rejected.

Offers for supplies for the navy-yard at Philadelphia, Pennsylvania, under advertisement dated July 22, 1872.

Class No. 1. Bricks:

Woodbury & Rice	*\$175 00
William H. Smith	†165 00
Paul J. Field	225 00
D. Babcock & Co	275 00

Class No. 3. Yellow-pine timber:

Theodore Mosher	*168 17
John Trickey	171 99
J. W. Gaskill & Sons	168 60
Watson & Pittinger	198 74

Class No. 5. Oak and hardwood:

Theodore Mosher	644 50
John Trickey	642 50
J. W. Gaskill & Sons	*620 00
Watson & Pittinger	744 00
Joseph W. Duryee	649 50
Thomas & Son	765 00
Elias Pohl	1,060 00

Class No. 6. White pine, spruce, juniper, and cypress:

Theodore Mosher	1,639 44
John Trickey	1,563 76
J. W. Gaskill & Sons	1,630 07
Watson & Pittinger	1,733 44
Joseph W. Duryee	*1,449 44
Thomas & Son	1,750 69
Elias Pohl	2,036 80

Class No. 11. Iron, iron spikes, and nails:

Woodbury & Rice	*335 00
William H. Smith	†423 00
Hyatt & Spencer	343 99
Paul J. Field	408 50
D. Babcock & Co	353 00

Class No. 15. Paints, oils, and glass:

Woodbury & Rice	162 20
William H. Smith	†145 65
Hyatt & Spencer	*115 55
William M. Wilson & Co	165 50
George D. Wetherill & Co	149 65
D. Babcock & Co	128 50

Class No. 16. Ship-chandlery:

Woodbury & Rice	1,439 80
Wm. H. Smith	†1,256 00
Hyatt & Spencer	*1,085 48
D. Babcock & Co	1,226 30

Class No. 17. Hardware:

Woodbury & Rice	*\$211 40
Wm. H. Smith	†286 40
Hyatt & Spencer	223 71
Paul J. Field	287 75

Class No. 18. Stationery:

Wm. Ballantyne	*846 98
Wm. H. Dempsey	1,572 04
Wm. H. Smith	†797 27

Class No. 20. Hay and straw:

Woodbury and Rice	1,540 00
Wm. H. Smith	†1,310 00
Beall & Shipley	1,530 00
Paul J. Field	*1,388 80

Class No. 21. Provender:

Woodbury & Rice	1,512 00
Wm. H. Smith	†1,500 00
Beall & Shipley	936 00
John Sowney	*890 00
James Symington	1,019 60
Paul J. Field	955 00

Class No. 23. Belting, packing, and hose:

Woodbury & Rice	*127 00
Wm. H. Smith	†155 00
Hyatt & Spencer	147 00
Paul J. Field	147 00
D. Babcock & Co	148 00

Class No. 24. Spermi and lubricating oils:

Woodbury & Rice	69 60
Wm. H. Smith	†80 00
Hyatt & Spencer	71 20
Paul J. Field	88 00
D. Babcock & Co	*69 60

Class No. 25. Iron-work, piping, &c.:

Woodbury & Rice	170 60
Wm. H. Smith	†198 00
Hyatt & Spencer	155 00
Paul J. Field	219 95
D. Babcock & Co	*153 40

Class No. 32. Machinery and tools:

Woodbury & Rice	*876 00
Wm. H. Smith	†875 35
D. H. Merriman	1,748 50
Paul J. Field	1,856 50
D. Babcock & Co	1,015 40

Accepted.

† Rejected.

; By lot.

Offers for supplies for the naval station at League Island, Pennsylvania, under advertisement dated July 22, 1872.

Class No. 5. Oak and hard wood:

Watson & Pittinger.....	\$593 00
Theo. Mosher.....	495 00
Joseph W. Duryee.....	530 00
Elias Pohl.....	710 00
J. W. Gaskill & Sons.....	*479 69

Class No. 6. White pine, spruce, juniper, and cypress:

Watson & Pittinger.....	2,621 00
Theo. Mosher.....	2,594 00
Joseph W. Duryee.....	*2,265 00
Elias Pohl.....	3,292 50
J. W. Gaskill & Sons.....	2,397 99

Class No. 11. Iron, iron spikes, and nails:

Paul J. Field.....	1,455 75
Hyatt & Spencer.....	*1,375 75
William H. Smith.....	†1,422 50
D. Babcock & Co.....	1,610 75

Class No. 15. Paints, oils, and glass:

Hyatt & Spencer.....	*465 90
George D. Wetherill.....	503 25
William M. Wilson & Co.....	556 50
William H. Smith.....	†537 00
D. Babcock & Co.....	515 50

Class No. 16. Ship-chandlery:

Paul J. Field.....	\$841 00
Hyatt & Spencer.....	*644 05
William H. Smith.....	†1,057 75
D. Babcock & Co.....	862 65

Class No. 17. Hardware:

Paul J. Field.....	966 36
Hyatt & Spencer.....	*719 51
William H. Smith.....	†949 06

Class No. 18. Stationery:

William Ballantyne.....	*310 45
William H. Dempsey.....	924 87
William H. Smith.....	†913 82

Class No. 24. Sperm and lubricating oils:

Hyatt & Spencer.....	118 00
William H. Smith.....	†160 00
D. Babcock & Co.....	*109 21

Class No. 32. Machinery and tools:

Paul J. Field.....	*765 14
D. H. Merriman.....	1,064 50
Hyatt & Spencer.....	1,168 77
William H. Smith.....	10,703 85
D. Babcock.....	1,034 55

Offers for supplies for the Naval Asylum at Philadelphia, Pennsylvania, under advertisement dated July 22, 1872.

Class No. 1. Clothing:

Jacob Reed.....	*\$4,587 50
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Class No. 2. Hats, boots, shoes, &c.:

James Orr.....	1,152 50
Cotter & Son.....	*1,143 75

Class No. 3. Provisions:

William P. Comey.....	8,843 60
G. & A. Schiedt.....	*8,426 10
G. E. A. & D. D. Manneill.	11,181 50
D. Snyder.....	10,752 30

Class No. 4. Groceries:

Crippen & Maddock.....	5,823 00
Anderson & Dunlap.....	*5,817 75
Albert C. Roberts.....	7,737 75

Class No. 5. Dry-goods:

George Milliken.....	1,195 50
Crippen & Maddock.....	*975 00

*Accepted.

Class No. 6. Bread, &c.:

John McIlwain.....	\$2,280 00
Thomas McConnell.....	*2,047 50

Class No. 7. Tobacco:

George Milliken.....	1,100 00
Crippen & Maddock.....	*980 00
Paul J. Field.....	1,080 00

Class No. 8. Coal:

Plaisted & McCollin.....	*1,732 50
Crippen & Maddock.....	2,175 00

Class No. 9. Paints, oils, and glass:

Hyatt & Spencer.....	*141 84
S. M. McCollin.....	168 50
Crippen & Maddock.....	218 48
William M. Wilson & Co.....	206 43
George D. Witherill & Co.....	194 50

†Rejected.

Class No. 11. Lumber:

J. W. Gaskill & Sons	\$451 70
Thomas & Son	521 70
Elias Pohl	600 00
Thomas Williams, jr	495 20
Maule, Brother & Co	570 50
Theo. Mosher	515 50

John Sowney	*\$196 25
Paul J. Field	231 00

Class No. 14. Miscellaneous:

Hyatt & Spencer	*223 00
Crippen & Maddock	571 50

Class No. 15. Hardware:

Hyatt & Spencer	*90 92
Crippen & Maddock	299 00
Paul J. Field	101 83

Class No. 16. Stationery:

William Ballantyne	195 90
William H. Dempsey	*164 40

Class No. 12. Fire-wood:

Plaisted & McCollin	191 20
Paul J. Field	*158 40
Crippen & Maddock	163 00

Class No. 13. Provender:

Plaisted & McCollin	218 55
Crippen & Maddock	263 00

Orders for supplies for the navy-yard at Washington, D. C., under advertisement dated July 22, 1872.

Class No. 1. Bricks:

William H. Smith	\$1,935 00
Austin P. Brown	2,245 50
William Guinand	2,212 50
H. Classen & Son	2,610 00
William B. Moore	*1,567 50
D. Babcock & Co	1,950 00

William H. Smith	\$513 40
Austin P. Brown	456 50
William Guinand	379 00
H. Classen & Son	697 40
Watson & Pittinger	748 00
D. Babcock & Co	413 00

Class No. 8. Cement:

Joseph L. Savage	185 00
John P. Wheeler	250 00
William H. Smith	†195 00
Austin P. Brown	*181 00
William Guinand	195 00
H. Classen & Son	245 00
Watson & Pittinger	280 00
D. O. Saylor, (president) ..	200 00
D. Babcock & Co	245 00

Class No. 4. Yellow-pine lumber:

Austin P. Brown	2,809 00
Watson & Pittinger	3,150 00
J. W. Gaskill & Sons	*2,621 00
R. J. Neely	2,796 00
Theo. Mosher	2,707 00
John Trickey	3,435 00

Class No. 9. Gravel and sand:

Joseph L. Savage	600 00
William H. Smith	†1,300 00
William Guinand	320 00
H. Classen & Son	1,940 00
Watson & Pittinger	1,280 00
D. Babcock & Co	*300 00

Class No. 5. Oak and hard wood:

Austin P. Brown	3,017 00
Watson & Pittinger	3,575 00
J. W. Gaskill & Sons	*2,311 38
Theo. Mosher	2,392 00
John Trickey	2,595 00
Joseph W. Duryee	2,590 00

Class No. 11. Iron, iron spikes, and nails:

Joseph L. Savage	1,146 00
John P. Wheeler	1,360 00
William H. Smith	†1,168 50
George P. Goff	*1,142 00
Hyatt & Spencer	1,322 13
D. Babcock & Co	1,436 50

Class No. 6. White pine, spruce, fir, and cypress:

Austin P. Brown	2,072 00
Watson & Pittinger	2,264 00
J. W. Gaskill & Sons	1,933 55
Theo. Mosher	1,899 00
John Trickey	3,055 00
Joseph W. Duryee	*1,845 00

Class No. 12. Steel:

Joseph L. Savage	357 60
John P. Wheeler	405 80
William H. Smith	*33,150 00
George P. Goff	*322 00

Class No. 7. Lime, hair, and plaster:

Joseph L. Savage	*370 00
John P. Wheeler	449 00

Accepted.

† Rejected.

; Informal.

Class No. 13. Pig-iron:

Joseph L. Savage	*\$2,474 50
John P. Wheeler	3,000 00
William H. Smith	†3,750 00
Austin P. Brown	2,950 00
George P. Goff	2,695 00
D. Babcock & Co	2,950 00

Class No. 14. Files:

Joseph L. Savage	*218 70
John P. Wheeler	332 00
William H. Smith	†327 15
George P. Goff	316 95
Hyatt & Spencer	308 50

Class No. 15. Paints, oils, and glass:

Joseph L. Savage	2,227 70
John P. Wheeler	2,718 50
William H. Smith	†1,236 05
George P. Goff	*2,091 50
Hyatt & Spencer	2,561 98
James Symington	2,549 13
D. Babcock & Co	2,158 54

Class No. 16. Ship-chandlery:

Joseph L. Savage	*762 05
John P. Wheeler	1,016 00
William H. Smith	†940 75

George P. Goff	\$806 05
Hyatt & Spencer	866 78
D. Babcock & Co	890 75

Class No. 17. Hardware:

Joseph L. Savage	*1,350 40
John P. Wheeler	1,909 90
William H. Smith	†2,021 02
Hyatt & Spencer	1,624 22

Class No. 18. Stationery:

William H. Smith	†841 25
William Ballantyne	1,041 10
William H. Dempsey	*852 95
Philp & Solomons	1,021 20

Class No. 20. Hay and straw:

Joseph L. Savage	*1,443 50
William H. Smith	†1,950 00
Austin P. Brown	1,568 69
William Guinand	1,620 00
H. Classen & Son	1,781 00

Class No. 21. Provender:

Joseph L. Savage	1,098 00
William H. Smith	†1,464 00
Austin P. Brown	*1,014 00
William Guinand	†117,000 00
H. Classen & Son	1,200 00

Offers for supplies for the navy-yard at Norfolk, Virginia, under advertisement dated July 22, 1872.

Class No. 1. Bricks:

William H. Smith	†\$1,136 00
A. H. Lindsay	*1,171 50
A. A. McCullough	1,207 00
Woodbury & Rice	1,278 00
H. Classen & Sons	1,384 50
D. Babcock & Co	1,775 00

Class No. 2. Stone:

William H. Smith	†1,677 60
James Mullholland	1,851 90
A. A. McCullough	2,393 00
James Symington	*1,669 62
D. Babcock & Co	1,892 60

Class No. 4. Yellow-pine lumber:

Robert J. Neely	2,149 94
A. H. Lindsay	*2,103 65
A. A. McCullough	3,399 36
John Trickey	3,524 03
J. W. Gaskill & Sons	3,184 10

Class No. 5. Oak and hard wood:

Robert J. Neely	*1,133 10
A. H. Lindsay	1,173 20

*Accepted.

†Rejected.

A. A. McCullough	\$1,334 28
John Trickey	27,276 30
Richard Fentriss	1,556 20

Class No. 6. White pine, spruce, juniper, and cypress:

Joseph W. Duryée	1 362 00
Robert J. Neely	1,357 00
A. A. McCullough	*1,278 00
Watson & Pittinger	1,387 00
John Trickey	1,372 50
J. W. Gaskill & Sons	1,353 25

Class No. 7. Lime, hair, and plaster:

William H. Smith	†499 00
Robert J. Neely	396 50
S. Coburn	507 50
A. H. Lindsay	366 00
A. A. McCullough	371 50
Woodbury & Rice	*346 50
H. Classen & Sons	565 00
Watson & Pittinger	607 50
Peters Brothers	390 00
D. Babcock & Co	411 25

Class No. 8. Cement:

William H. Smith	†937 50
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; Informal.

Taylor, Martin & Co	\$950 00
D. O. Saylor, (president) ..	†300 00
A. H. Lindsay	1,024 50
A. A. McCullough	*685 50
Woodbury & Rice	1,200 00
H. Classen & Sons	932 50
Watson & Pittinger	1,350 00
Peters Brothers	977 50
Charles C. Grice	769 50
D. Babcock & Co	722 50

Class No. 10. Slate:

William H. Smith	†315 00
Hyatt & Spencer	295 75
Taylor, Martin & Co	402 50
A. H. Lindsay	311 50
A. A. McCullough	*278 25
D. Babcock & Co	350 00

Class No. 11. Iron, iron spikes, and nails:

William H. Smith	†2,445 65
Hyatt & Spencer	1,952 38
Taylor, Martin & Co	*1,926 75
Woodbury & Rice	2,051 55
J. P. Moore	1,958 57
John P. Wheeler	2,060 70
D. Babcock & Co	2,257 90

Class No. 12. Steel:

Wm. H. Smith	†108 00
Taylor, Martin & Co	127 50
Woodbury & Rice	*121 50
John P. Wheeler	135 00

Class No. 14. Files:

Wm. H. Smith	†152 95
Hyatt & Spencer	128 26
Taylor, Martin & Co	149 65
Woodbury & Rice	*110 00
J. P. Moore	166 20
John P. Wheeler	168 25

Class No. 15. Paints, oils, and glass:

Wm. H. Smith	†2,446 45
Hyatt & Spencer	*1,050 80
A. H. Lindsay	1,358 32
Woodbury & Rice	1,248 75
Jas. Symington	1,320 28
John P. Wheeler	1,396 20
D. Babcock & Co	1,295 72

Class No. 16. Ship-chandlery:

Wm. H. Smith	†510 15
Hyatt & Spencer	*243 09
Taylor, Martin & Co	287 54
Woodbury & Rice	258 43
John P. Wheeler	298 00
D. Babcock & Co	281 54

Class No. 17. Hardware:

Wm. H. Smith	†2,034 78
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*Accepted.

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Hyatt & Spencer	\$1,716 75
Taylor, Martin & Co	2,010 34
Woodbury & Rice	*1,688 39
J. P. Moore	1,842 13
John P. Wheeler	1,940 70

Class No. 18. Stationery:

Wm. H. Smith	†412 20
A. H. Lindsay	373 28
Wm. H. Dempsey	*314 25
Wm. Ballantyne	358 66

Class No. 20. Hay and straw:

Wm. H. Smith	†3,550 00
Robt. J. Neely	2,275 00
Taylor, Martin & Co	2,500 00
A. H. Lindsay	2,225 00
A. A. McCullough	*1,950 00
Woodbury & Rice	2,670 00
H. Classen & Sons	3,340 50
Peters Brothers	2,480 00
Jas. Symington	2,786 40
Wm. Schroeder	2,654 40

Class No. 21. Provender:

Wm. H. Smith	†2,960 00
Robt. J. Neely	1,664 00
A. H. Lindsay	*1,517 00
A. A. McCullough	1,844 00
Woodbury & Rice	1,740 00
H. Classen & Sons	2,506 00
Peters Brothers	1,560 00
Jas. Symington	1,684 00
Wm. Schroeder	1,680 00

Class No. 23. Belting, packing, and hose:

Wm. H. Smith	†1,357 00
Hyatt & Spencer	*840 25
Taylor, Martin & Co	952 50
Woodbury & Rice	893 00
J. P. Moore	906 05
Jas. Symington	897 90
D. Babcock & Co	1,134 25

Class No. 24. Sperm and lubricating oils.

Wm. H. Smith	†94 54
Hyatt & Spencer	78 96
A. H. Lindsay	84 00
Woodbury & Rice	77 70
D. Babcock & Co	*73 08

Class No. 25. Iron-work, piping, &c.:

Wm. H. Smith	†1,260 40
Hyatt & Spencer	816 22
Taylor, Martin & Co	*708 48
J. J. Walworth, (pres't) ..	821 00
Charles C. Grice	934 86
J. Talty	1,299 95
D. Babcock & Co	929 72

†Rejected.

Class No. 26. Augers :

Wm. H. Smith.....	†\$109 00
Hyatt & Spencer	*68 58
Taylor, Martin & Co.....	76 50
Woodbury & Rice	81 25
J. P. Moore	81 15
D. Babcock & Co	88 05

Class No. 31. Copper and composition nails:

Wm. H. Smith.....	†4,770 00
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Hyatt & Spencer	*\$331 50
Taylor, Martin & Co.....	877 50
Woodbury & Rice	405 00
J. P. Moore	1,072 50
D. Babcock & Co	832 50

Class No. 32. Machinery and Tools:

Wm. H. Smith.....	675 85
Taylor, Martin & Co.....	303 45
Woodbury & Rice	239 90
J. P. Moore	255 90

Offers for supplies for the navy-yard at Pensacola, Florida, under advertisement dated July 22, 1872.

Class No. 1. Bricks:

Wm. H. Smith.....	†\$1,200 00
J. D. Kenny	973 80
James B. Roberts	*957 00

Class No. 6. White pine, spruce, juniper, and cypress:

A. L. Avery	495 00
D. Babcock & Co	*455 00

Class No. 7. Lime, hair, and plaster:

Wm. H. Smith.....	†396 25
J. O. Neill	341 25
Woodbury & Rice	410 00
Geo. Pfeiffer	*305 00
D. Babcock & Co	336 25
T. E. Conlin	†317 00

Class No. 8. Cement:

Wm. H. Smith.....	†225 00
J. O. Neill	266 25
Woodbury & Rice	225 00
J. D. Kenny	223 50
D. Babcock & Co	*221 25
T. E. Conlin.....	†243 00

Class No. 11. Iron, iron spikes, and nails:

C. McKenzie Oerting....	1,075 58
Wm. H. Smith.....	†1,093 50
J. O. Neill	1,319 00
Hyatt & Spencer	*1,007 99
A. L. Avery	1,135 02
Hugh McHatten	1,223 50
D. Babcock & Co	1,169 00

Class No. 12. Steel:

C. McKenzie Oerting....	*110 25
Wm. H. Smith.....	†119 00
J. O. Neill.....	154 00

A. L. Avery	\$125 00
Hugh McHatten	168 00

Class No. 15. Paints, oils, and glass:

C. McKenzie Oerting....	1,738 90
Wm. H. Smith.....	†2,280 95
J. O. Neill	1,905 10
Woodbury & Rice	1,864 50
J. D. Kenny	1,657 20
Hyatt & Spencer	*1,496 70
A. L. Avery	1,978 25
Jas. Symington	1,597 75
D. Babcock & Co	1,648 00

Class No. 16. Ship-chandlery:

C. McKenzie Oerting....	1,484 79
Wm. H. Smith.....	†2,504 80
J. O. Neill	*1,413 48
J. D. Kenny	1,522 69
Hyatt & Spencer	1,466 44
A. L. Avery	2,218 47
D. Babcock & Co	1,647 45

Class No. 17. Hardware:

C. McKenzie Oerting....	2,918 19
Wm. H. Smith.....	†1,797 95
J. O. Neill	1,609 15
J. D. Kenny	4,705 75
Hyatt & Spencer	*1,463 97
A. L. Avery.....	1,804 80

Class No. 18. Stationery:

Wm. H. Smith.....	†993 79
A. L. Avery	1,471 24
Wm. Ballantyne	820 36
Wm. H. Dempsey	*771 36
Wasson & Nelson	883 04

Class No. 20. Hay and straw:

J. O. Neill	*765 00
Jas. Symington	918 00
T. E. Conlin	†765 00

*Accepted.

†Rejected.

; Received too late.

Class No. 21. Provender:

Wm. H. Smith	†\$744 12
J. O. Neill	878 50
Jas. Symington	* 753 35
T. E. Conlin	\$ 553 37
Gelay & Co	\$ 897 50

Class No. 23. Belting, packing, and hose:

C. McKenzie Oerting	656 59
Wm. H. Smith	†929 80
J. O. Neill	940 35
Woodbury & Rice	* 618 35
J. D. Kenny	831 70
Hyatt & Spencer	737 89
A. L. Avery	694 12
Jas. Symington	900 61
D. Babcock & Co	706 35

Class No. 24. Sperm and lubricating oils:

C. McKenzie Oerting	*\$684 00
Wm. H. Smith	†1,160 00
J. O. Neill	763 00
Woodbury & Rice	684 50
J. D. Kenny	747 50
A. L. Avery	791 50
Hugh McHatten	750 00
D. Babcock & Co	715 50

Class No. 32. Machinery and tools:

C. McKenzie Oerting	758 00
J. O. Neill	1,065 00
Woodbury & Rice	1,100 00
J. D. Kenny	840 00
Hyatt & Spencer	* 638 00
D. Babcock & Co	1,100 00

(Offers for supplies for the navy-yard at Mare Island, California, under advertisement dated July 22, 1872.

Class No. 1. Bricks:

A. Powell	*\$2,433 20
B. B. Jackson	†1,800 00
Thos. Tobin	2,450 00

Class No. 3. Yellow-pine timber:

J. E. De la Montagnie	*97,786 30
Starbid & Goldstone	101,424 36
Seth H. Wetherbee	100,276 30

Class No. 4. Yellow-pine lumber:

J. E. De la Montagnie	* 6,467 50
Starbid & Goldstone	7,495 00
Seth H. Wetherbee	6,515 50

Class No. 5. Oak and hard wood:

Watson & Pittinger	* 1,238 40
J. E. De la Montagnie	2,030 00
Seth H. Wetherbee	1,949 50

Class No. 6. White pine, spruce, fir, and cypress:

J. E. De la Montagnie	* 4,609 50
Starbid & Goldstone	4,700 00
Seth H. Wetherbee	4,741 00

Class No. 11. Iron, iron spikes, and nails:

Wm. H. Smith	†7,492 00
Linforth, Kellogg & Co..	* 6,600 00

Class No. 12. Steel:

Wm. H. Smith	†480 00
Linforth, Kellogg & Co..	* 542 00

*Accepted.

†Rejected.

Class No. 14. Files:

Pillsbury, Webb & Co ...	\$481 15
Wm. H. Smith	†315 05
Linforth, Kellogg & Co..	* 345 75

Class No. 15. Paints, oils, and glass:

D. Babcock & Co	785 45
A. C. Dietz & Co	†590 37
Whittier, Fuller & Co....	* 690 43

Class No. 16. Ship-chandlery:

D. Babcock & Co	* 1,656 35
J. D. & W. H. Farwell...	1,671 93

Class No. 17. Hardware:

Pillsbury, Webb & Co... †	2,726 65
Wm. H. Smith	†3,517 95
Linforth, Kellogg & Co..	* 3,587 70

Class No. 18. Stationery:

Wm. H. Dempsey	1,294 19
Wm. Ballantyne	1,372 00
John G. Hodge & Co ...	* 828 97
A. L. Bancroft & Co	875 66

Class No. 21. Provender:

A. Powell	* 3,144 00
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Class No. 22. Charcoal:

A. Powell	* 110 00
Geo. S. Hoag	\$ 100 00

; Informal.

) Received too late.

Class No. 23. Belting, packing,
and hose:

D. Babcock & Co.....	\$403 75
Pillsbury, Webb & Co....	338 28
J. D. & W. H. Farwell...	521 25
Linforth Kellogg & Co...	*335 25

Class No. 24. Sperm and lu-
bricating oils:

D. Babcock & Co.....	200 00
A. C. Dietz & Co.....	† 165 00
Whittier, Fuller & Co...	* 170 00

*Accepted.

†Rejected.

Class No. 25. Iron-work, pip-
ing, &c.:

D. Babcock & Co.....	*\$1,522 50
Pillsbury, Webb & Co...	1,565 68
Linforth, Kellogg & Co..	1,646 90

Class No. 30. Semi-bitumin-
ous Broad-Top coal:

D. Babcock & Co.....	*8,355 00
Wm. H. Smith.....	†7,625 00
A. Powell	8,375 00
Starbid & Goldstone....	9,275 00
Geo. S. Hoag	\$9,440 00

‡ Informal.

\$ Received too late.

BUREAU OF YARDS AND DOCKS, November 1, 1872.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1874
by the Bureau of Yards and Docks, Navy Department.*

Detailed objects of expenditure and explanation.	Estimated amount which will be re- quired for each detailed object of expenditure.	Amount appropri- ated for the cur- rent fiscal year ending June 30, 1873.
SALARIES.		
Civil engineer, per acts of July 5, 1862, (12 Stat. at L., p. 510, sec. 1.) and March 3, 1863, (12 Stat. at L., p. 818, sec. 1.)	\$3,000	.....
Chief clerk, per act of July 5, 1862, (19 Stat. at L., p. 511, sec. 3.)	1,800	.....
Draughtsman, per act of March 2, 1867, (14 Stat. at L., p. 450, sec. 1.)	1,800	.....
One clerk of class four, as per act of March 2, 1867, (14 Stat. at L., p. 450, sec. 1.)	1,800	.....
Two clerks of class three, as per act of March 2, 1867, (14 Stat. at L., p. 450, sec. 1.)	3,200	.....
One clerk of class two, as per act of March 2, 1867, (14 Stat. at L., p. 450, sec. 1.)	1,400	.....
One clerk of class one, as per act of March 2, 1867, (14 Stat. at L., p. 450, sec. 1.)	1,200	.....
One messenger, as per acts of July 5, 1862, (12 Stat. at L., p. 511, sec. 3.) and July 12, 1870, (16 Stat. at L., p. 250, sec. 3.)	840	.....
Two laborers at \$720 each, as per acts of July 5, 1862, (12 Stat. at L., p. 511, sec. 3.) and July 12, 1870, (16 Stat. at L., p. 250, sec. 3.)	1,440	.....
	16,400	\$15,760
CONTINGENT EXPENSES.		
Stationery, books, plans, drawings, incidental labor, and miscellaneous items, (appropriated, 17 Stat. at L., p. 80.)	1,800	800 00
Public printing and binding, (submitted).....	5,000	.....
CONTINGENT.		
Contingent expenses of the Bureau of Yards and Docks, freight and transportation of materials and stores, printing, stationery, and advertising, including the commandants' offices, books, maps, models, and drawings; purchase and repair of fire-engines; machinery and patent-rights to use the same; repairs of steam-engines and attendance on same; purchase and maintenance of oxen, horses, and driving-teams; carts and timber-wheels for navy-yard purposes, tools, and repairs of the same; postage of letters on public service, and telegrams; furniture for Government houses and offices in navy-yards; coal and other fuel; candles, oil, and gas; cleaning and clearing up yards, and care of public buildings; attendance on fires, lights, fire-engines, and apparatus; incidental labor at navy-yards; water-tax; tolls and ferriages; pay of watchmen in navy-yards; flags, awnings, and packing-boxes, for Bureau of Yards and Docks purposes, (appropriated, 17 Stat. at L., p. 149.)	950,000	900,000
*NAVAL ASYLUM, PHILADELPHIA.		
Furniture and repairs of same, (appropriated, 17 Stat. at L., p. 149.)	\$1,000	.....
House-cleaning and whitewashing, (appropriated, 17 Stat. at L., p. 149.)	800	.....
Furnaces, grates, and ranges, (appropriated, 17 Stat. at L., p. 149.)	600	.....
Gas and water-rent, (appropriated, 17 Stat. at L., p. 149.)	1,400	.....
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 149.)	5,000	.....

*The expenses of the Naval Asylum to be paid from income of the Navy pension fund, in compliance with provisions of act of March 1, 1869, (15 Stat., p. 277.)

Estimates of appropriations, &c.—Continued.

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
NAVAL ASYLUM—Continued.		
Improvement of cemetery, (appropriated, 17 Stat. at L., p. 149).....	2,850	
Support of beneficiaries, (appropriated, 17 Stat. at L., p. 149).....	40,000	
	\$51,650	\$65,100
CIVIL ESTABLISHMENT.		
At the navy-yard, Kittery, Maine:		
Draughtsman and clerk to civil engineer, at \$1,400 each, (appropriated, 17 Stat. at L., p. 148.).....	2,800	
Clerk of pay-rolls and mustering clerk, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Receiver and inspector of stores, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Writer to receiver and inspector, (appropriated, 17 Stat. at L., p. 148).....	1,000	
Clerk of accounts and bills, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Gate-keeper and detective, (appropriated, 17 Stat. at L., p. 148).....	1,000	
Messenger to commandant's office, (appropriated, 17 Stat. at L., p. 148).....	600	
	9,900	10,200
At the navy-yard, Charlestown, Massachusetts:		
Assistant civil engineer, (appropriated, 17 Stat. at L., p. 148).....	1,800	
Draughtsman and clerk to civil engineer, at \$1,400 each, (appropriated, 17 Stat. at L., p. 148.).....	2,800	
Clerk of pay-rolls and mustering clerk, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Receiver and inspector of stores, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Writer to receiver and inspector, (appropriated, 17 Stat. at L., p. 148).....	1,000	
Writer to commandant, (appropriated, 17 Stat. at L., p. 148).....	1,000	
Clerk of accounts and bills, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Gate-keeper and detective, (appropriated, 17 Stat. at L., p. 148).....	1,000	
Messenger to commandant's office, (appropriated, 17 Stat. at L., p. 148).....	600	
	12,700	12,700
At the navy-yard, Brooklyn, New York:		
Assistant civil engineer, (appropriated, 17 Stat. at L., p. 148).....	1,800	
Draughtsman and clerk to civil engineer, at \$1,400 each, (appropriated, 17 Stat. at L., p. 148.).....	2,800	
Clerk of pay-rolls and mustering clerk, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Receiver and inspector of stores, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Writer to receiver and inspector, (appropriated, 17 Stat. at L., p. 148).....	1,000	
Clerk of accounts and bills, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Gate-keeper and detective, (appropriated, 17 Stat. at L., p. 148).....	1,000	
Mail-carrier, (appropriated, 17 Stat. at L., p. 148).....	900	
Messenger to commandant's office, (appropriated, 17 Stat. at L., p. 148).....	600	
	12,600	12,600
At the navy-yard, Philadelphia, Pennsylvania:		
Draughtsman and clerk to civil engineer, at \$1,400 each, (appropriated, 17 Stat. at L., p. 148.).....	2,800	
Clerk of pay-rolls and mustering clerk, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Receiver and inspector of stores, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Clerk of accounts and bills, (appropriated, 17 Stat. at L., p. 148).....	1,500	
Gate-keeper and detective, (appropriated, 17 Stat. at L., p. 148).....	1,000	
Messenger to commandant's office, (appropriated, 17 Stat. at L., p. 148).....	600	
	8,900	9,200
At the navy-yard, Washington, D. C.:		
Draughtsman and clerk to civil engineer, at \$1,400 each, (appropriated, 17 Stat. at L., p. 149.).....	2,800	
Clerk of pay-rolls and mustering clerk, (appropriated, 17 Stat. at L., p. 149).....	1,500	
Receiver and inspector of stores, (appropriated, 17 Stat. at L., p. 149).....	1,500	
Clerk of accounts and bills, (appropriated, 17 Stat. at L., p. 149).....	1,500	
Gate-keeper and detective, (appropriated, 17 Stat. at L., p. 149).....	1,000	
Messenger, (appropriated, 17 Stat. at L., p. 149).....	1,000	
Messenger to commandant's office, (appropriated, 17 Stat. at L., p. 149).....	600	
	9,900	10,200
At the navy-yard, Norfolk, Virginia:		
Draughtsman and clerk to civil engineer, at \$1,400 each, (appropriated, 17 Stat. at L., p. 149.).....	2,800	
Clerk of pay-rolls and mustering clerk, (appropriated, 17 Stat. at L., p. 149).....	1,500	
Receiver and inspector of stores, (appropriated, 17 Stat. at L., p. 149).....	1,500	
Gate-keeper and detective, (appropriated, 17 Stat. at L., p. 149).....	1,000	
Messenger to commandant's office, (appropriated, 17 Stat. at L., p. 149).....	600	
	7,400	7,480

Estimates of appropriations, &c.—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1874.
CIVIL ESTABLISHMENT—Continued.		
At the navy-yard, Pensacola, Florida:		
Superintendent of yard improvements, (appropriated, 17 Stat. at L., p. 149).....	\$2,000	.....
Receiver and inspector of stores, (appropriated, 17 Stat. at L., p. 149).....	1,500	.....
Gate-keeper and detective, (appropriated, 17 Stat. at L., p. 149).....	1,000	.....
Messenger to commandant's office, (appropriated, 17 Stat. at L., p. 149).....	600	.....
	5,100	\$5,100
At the navy-yard, Mare Island, California:		
Assistant civil engineer and draughtsman, (appropriated, 17 Stat. at L., p. 149).....	1,800	.....
Clerk to civil engineer, (appropriated, 17 Stat. at L., p. 149).....	1,500	.....
Clerk of pay-rolls and mustering clerk, (appropriated, 17 Stat. at L., p. 149).....	1,875	.....
Receiver and inspector of stores, (appropriated, 17 Stat. at L., p. 149).....	1,875	.....
Clerk of accounts and bills, (appropriated, 17 Stat. at L., p. 149).....	1,500	.....
Gate-keeper and detective, (appropriated, 17 Stat. at L., p. 149).....	1,000	.....
Messenger to commandant's office, (appropriated, 17 Stat. at L., p. 149).....	750	.....
	10,300	10,675
At naval station, League Island, Pennsylvania:		
Assistant civil engineer, (appropriated, 17 Stat. at L., p. 149).....	1,500	.....
Draughtsman and clerk to civil engineer, \$1,400 each, (appropriated, 17 Stat. at L., p. 149).....	2,800	.....
Clerk of pay-roll and mustering clerk, (appropriated, 17 Stat. at L., p. 149).....	1,500	.....
Receiver and inspector of stores, (appropriated, 17 Stat. at L., p. 149).....	1,500	.....
	7,600	5,800
At the Naval Asylum, Philadelphia:		
Superintendent, (appropriated, 17 Stat. at L., p. 149).....	600	.....
Steward, (appropriated, 17 Stat. at L., p. 149).....	450	.....
Matron, (appropriated, 17 Stat. at L., p. 149).....	360	.....
Cook, (appropriated, 17 Stat. at L., p. 149).....	240	.....
Assistant cook, (appropriated, 17 Stat. at L., p. 149).....	168	.....
Chief laundress, (appropriated, 17 Stat. at L., p. 149).....	192	.....
3 laundresses, \$168 each, (appropriated, 17 Stat. at L., p. 149).....	504	.....
8 scrubbers and waiters, at \$163 each, (appropriated, 17 Stat. at L., p. 149).....	1,344	.....
6 laborers, at \$240 each, (appropriated, 17 Stat. at L., p. 149).....	1,440	.....
Stable-keeper and driver, (appropriated, 17 Stat. at L., p. 149).....	1,400	.....
Master-at-arms, (appropriated, 17 Stat. at L., p. 149).....	480	.....
Corporal, (appropriated, 17 Stat. at L., p. 149).....	300	.....
Barber, (appropriated, 17 Stat. at L., p. 149).....	360	.....
	6,428	5,652
Navy-yard, Kittery, Maine:		
Rail-tracks and cars, (submitted).....	21,000	.....
Gas-works, (submitted).....	20,000	.....
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 368).....	93,500	.....
	133,500	159,200
Navy-yard, Charlestown, Massachusetts:		
Entrance-building, guard-house, police-house, and porters' lodge, (submitted).....	30,000	.....
Filling in low places, (submitted).....	10,000	.....
Drains, paving, and flagging, (submitted).....	20,000	.....
Offices, (submitted).....	56,000	.....
Rail-tracks and cars, (submitted).....	25,000	.....
Iron-plating shop, (submitted).....	50,000	.....
Coal-house, (submitted).....	3,500	.....
Repairs to shell-house, (submitted).....	550	.....
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 368).....	175,000	.....
	370,050	75,000
Navy-yard, Brooklyn, New York:		
Work shop and store-house for yards and docks, (submitted).....	50,000	.....
Rail-tracks and cars, (submitted).....	30,000	.....
Police station, (submitted).....	22,500	.....
Coal depot at long dock, (submitted).....	60,000	.....
Commencement of timber and knee basin, (submitted).....	30,000	.....
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 368).....	175,000	.....
	367,500	100,000
Navy-yard, Philadelphia, Pennsylvania:		
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 368).....	66,000	40,000
Navy-yard, Washington, D. C.:		
Store-building, to begin, (submitted).....	40,000	.....
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 368).....	100,000	.....
	140,000	75,000

Estimates of appropriations, &c.—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873
CIVIL ESTABLISHMENT—Continued.		
Navy-yard, Norfolk, Virginia:		
Estimates, (submitted)	\$20,000	
Painting shop, (submitted)	50,000	
Dredging, (submitted)	15,000	
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 368)	100,000	
	185,000	\$100,000
Navy-yard, Pensacola, Florida:		
Commandant's quarters, (submitted)	29,000	
Rail-track to spar pond, (submitted)	3,500	
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 368)	75,000	
	107,500	25,000
Navy-yard, Mare Island, California:		
Continuation of stone dry-dock, (submitted)	400,000	
Continuation of quay-walls and wharves, (submitted)	30,000	
Tools and machinery, (submitted)	20,000	
Dredging, (submitted)	20,000	
Continuation of rail-tracks, (submitted)	15,000	
Reservoir, pipes, &c., (submitted)	50,000	
Iron-plating shop, (submitted)	75,000	
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 368)	97,760	
	707,760	410,000
Naval station, Sackett's Harbor:		
Repairs of all kinds, (submitted)	1,000	
Naval station, Mound City:		
Repairs of all kinds, (submitted)	5,000	
Naval station, New London:		
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 368)	5,000	20,000
Naval station, New Orleans:		
Repairs of all kinds, (submitted)	1,000	
Naval station, Key West:		
Repairs of all kinds, (appropriated, 17 Stat. at L., p. 368)	7,000	15,000
Emergencies at naval stations:		
Emergencies that may arise at naval stations, (appropriated, 17 Stat. at L., p. 368)	50,000	40,000

No. 5.

BUREAU OF NAVIGATION.

NAVY DEPARTMENT,
Bureau of Navigation, October 31, 1872.

SIR: I have the honor to submit the following report of the Bureau of Navigation for the past year, together with estimates for its support, and for the expenditures that will probably be required in that division of the naval service committed to its immediate charge, for the fiscal year ending June 30, 1874. Included in this report, and transmitted herewith, are the reports and estimates of the Superintendents of the Naval Observatory and Nautical Almanac, of the Hydrographer to the Bureau in charge of the Hydrographic Office, and of the Chief Signal Officer of the Navy.

NAVIGATION.

It has been thought advisable to add to the outfit of all classes of vessels of war the more simple and inexpensive instruments required in making limited hydrographic surveys, and in protracting the results. Upon the naval stations where good surveys already exist, these outfits will at least serve the purpose of affording the requisite means for the practical instruction of junior officers on this important subject.

An octant, designed by Captain Laurent, of the French navy, specially for night observations, having been used at sea and reported on favorably, has been allowed to some of our vessels of war for continued trial.

Better binnacles than those in general use in our Navy are desirable. To this end efforts are being made, with success, it is believed, in fixing upon a design for a more durable binnacle, metallic instead of wooden, less cumbersome, better lighted, and less expensive than the binnacles, even of the better class, now in the service.

In addition to other works mentioned hereafter, of interest to navigation, a book is nearly ready for publication on the magnetism of ships and deviation of the compass.

HYDROGRAPHY.

The operations of the Hydrographic Office have been as satisfactory as could be hoped, in view of the almost unlimited field and the comparatively limited appropriations made. A summary of its many and useful publications is given in the appended report of the hydrographer, whose exertions are producing most satisfactory results.

The publications of this Office are necessarily expensive, from their number and character. Besides supplying our vessels of war, they are distributed without charge to the higher institutions of learning, to the boards of trade, and other maritime organizations, while they are placed on sale at accessible points in all our commercial ports, for the benefit of the merchant-service, at the mere cost of paper and printing. It should be remarked that, since the proceeds of all sales under the present law revert to the Treasury, they are no longer available as formerly for expenditure account, and consequently the appropriations require to be proportionately larger.

An appropriation of \$50,000 having been made at the last session of Congress for surveying the Pacific Ocean, the necessary steps have been taken for the commencement of this work. The Portsmouth was regarded by the Department as the most suitable vessel at hand, and has been fitted out for that object, placed under the command of Commander Joseph S. Skerrett, and provided with proper instruments and all the appliances necessary for the work. The Narragansett, now in the Pacific Ocean, has also been designated for this service; but owing to a change in the destination of that vessel, the necessary orders for adapting her to the intended work were delayed for a time. It is hoped, however, that the orders have already reached her, and the work of fitting that vessel is in progress. The field of labor is so extensive that two vessels seem hardly sufficient to complete the work within a reasonable time; the employment of a larger force would not, however, be warranted with so small an appropriation as that now available for carrying on this important survey.

Surveys have been made by Commander R. W. Meade, commanding the Narragansett, of a number of the harbors of the islands lying generally along the route between San Francisco and Australia; some of which will serve a very useful purpose as harbors of supply and of refuge to vessels frequenting those waters.

The survey for a ship-canal of various lines across the Isthmus of Darien, and also of the route via the Atrato and Napipi, was completed and reported on last year. Recent information indicates the probability of the existence of a better route in the same vicinity, and, as instructed by you, the favorable season of this year will be taken ad-

vantage of to make a thorough examination of the valley of the river Bojaya, lying south of and near the Napipi. Commander T. O. Selfridge, who so satisfactorily made the surveys of this region, will complete this work.

Under your order a surveying expedition to examine the route via Lake Nicaragua was organized last winter. The season was advanced when the survey was determined upon; unavoidable delays occurred in organizing and getting the expedition off, and, after reaching its destination, the death by drowning of Commander A. F. Crosman, who commanded it, unavoidably deranged and further delayed the work. As soon as possible it was begun by Commander Chester Hatfield, who prosecuted the work as long as the season would permit, with very promising results. Several lines have been run from Lake Nicaragua to Brito, on the Pacific coast, one of which being regarded as particularly favorable; also, a line to the Bay of Salinas. As the work is yet in progress, it is not intended to publish the results at this time. The expedition is now organized under the command of Commander E. P. Lull, whose past services and experience promise the most favorable results obtainable. It is intended that the expedition shall reach the coast of Nicaragua by the 15th of December, as early in fact as the season will permit for resuming the work.

Upon the completion of these interoceanic surveys for the construction of a ship-canal, the question of the relative merits of the various proposed routes can be fully discussed and considered. The topography of the districts presenting possible lines of levels will then have generally been examined by our Government at different times, and reported on, with the exception of the immediate line of the Panama Railroad, which was thoroughly surveyed by Colonel Totten when in the employ of the Panama Railroad Company.

NAVAL OBSERVATORY.

The Naval Observatory continues its career of usefulness in the science of astronomy, which is the basis of navigation. Its annual volumes of observations, with their appendixes, which are frequently published in advance of the regular volumes, show the faithfulness of the work under its present organization.

The great equatorial telescope in course of construction for the Naval Observatory will be completed and mounted in the new dome considerably in advance of the time specified in the contract, and will, in the hands of its present officers, give additional opportunities for the prosecution of those important special researches in practical astronomy with which they are charged.

I commend to your favorable consideration the estimates for the next fiscal year submitted by the Superintendent.

NAUTICAL ALMANAC.

The Superintendent of the Nautical Almanac presents in detail the work completed and in progress under his charge, with the usual estimates for its continuance, to whose report I respectfully invite your attention.

Like those of the Naval Observatory, the publications of this Office are supplied to other departments of the Government and to the higher institutions of learning throughout the country, without charge, while applying to the commercial marine, as well as to the Navy, what would

otherwise require to be procured by purchase at considerable cost from the agents of foreign governments.

The proceeds of sales of the Almanac to navigators and others, reverting to the Treasury under the present law, are no longer available toward defraying its current expenditures.

NAVY SIGNALS.

The instruction of Navy officers in the Army signal method, which has been conducted during a period of more than two years at Fort Whipple, near Washington, was discontinued at the close of last year, the wants of the service and the probable sufficiency of instructors making it expedient to continue it thereafter on board ship, with the exception of such elementary practice as might properly be had at the Naval Academy. Through the kind co-operation of Brevet Brigadier-General A. J. Myer, Chief Signal Officer of the Army, in carrying out the original desire of the Navy Department, several successive detachments of junior officers were carefully and thoroughly drilled by the Army signal instructors in this admirable method. The instruction and practice as now regularly conducted on board of our ships of war promises to make the Army method an important auxiliary to the Navy-signal system.

I beg to refer to the appended report of the Chief Signal Officer.

Appliances for chronosemic signaling are being prepared for issue to all of our ships of war, to be used on those special occasions of signaling during fog, or with communication otherwise obstructed, or signaling over extraordinary distances when other methods are less reliable or less conveniently available, or sometimes impossible of use.

For use on board of our ships of war, and especially for the advantage of the commercial marine, this Bureau has undertaken the publication of an American edition of the International Signal Code, which, after being carefully adapted and stereotyped, may be available hereafter at the mere cost of paper, printing, and binding. Although the Government of the United States was one of the first to adopt this code, after having been published under the authority of the British Board of Trade, (by which department of the British government it was originally arranged and set forth,) and while subsequently used to a certain extent on board our merchant-ships, as well as in the Navy, it appears to have been neglected almost wholly by us since our late war. Meanwhile this code has been adopted by all the principal maritime governments of the world, having been translated whenever necessary and published for the use of their war and merchant navies. The original arrangement of the code signals being strictly adhered to in all cases, and an entirely similar set of signal flags being used, it has become practicable for any two vessels of different nationalities, whether war or merchant, to communicate intelligibly, by precise signal equivalents, in their different languages, even when neither understands the language spoken by the other. The practical utility of such a mode of communication between vessels passing each other at sea, or requiring particular assistance, is too obvious to require argument; and it is to be hoped that, with the publication of the signal code in this country, our merchant vessels may generally hereafter be suitably equipped with the necessary signal flags for the use of this code. At present many of our merchant-ships have not the means to communicate with those of other nationalities, or with each other—a condition which will probably only be remedied by suitable legislation compelling all, in their general

interest, to be provided with the International Signal Code and the requisite flags therefor.

I am, sir, very respectfully, your obedient servant,

DANIEL AMMEN,
Chief of Bureau of Navigation.

Hon. GEO. M. ROBESON,
Secretary of the Navy.

HYDROGRAPHIC OFFICE, BUREAU OF NAVIGATION,
Washington, August 31, 1872.

SIR: In forwarding to the Bureau the estimates for the Hydrographic Office for the fiscal year commencing July 1, 1873, I would respectfully state that the work of this Office has progressed favorably during the past year. Its issues have been increased by one engraved chart, sixty photolithographed charts, and three autolithographed charts. Twenty chart-plates have been thoroughly revised, and the current corrections of lights, bnoys, &c., have been added to the greater number of plates. The yearly revised books of foreign lights, together with the usual hydrographic notices and notices to mariners have been issued. One book of sailing directions, prepared at this Office, is now in press, and others are being compiled by officers attached to this Office, as rapidly as the nature of the work will admit. The first and second supplements of "The eastern and northern extension of the Gulf Stream," from the German of Dr. Petermann, have been translated and issued.

The Office has filled thus far all the demands made upon it by commerce, and its correspondence with foreign offices is extremely satisfactory.

Under the direction of the Bureau, the preparations pertaining to this Office for the survey in the Pacific Ocean have been made. I attach to the estimate the amount which I consider necessary for the prosecution of this survey during the coming fiscal year.

I most respectfully request the Bureau to urge again the increasing necessity of a suitable building, belonging to the Government, in which to locate permanently this Office, which is rapidly becoming of the greatest importance to both our naval and commercial marine. I place in the estimate the amount which I consider sufficient to purchase, and place in suitable condition, a building for the Hydrographic Office, where the valuable material already collected and fast increasing may be suitably protected and arranged, without the liability to change, the building at present occupied by this Office being already too small for its requirements.

Very respectfully, your obedient servant,

R. H. WYMAN,

Commodore U. S. N., Hydrographer to the Bureau of Navigation.

Commodore DANIEL AMMEN,

Chief of Bureau of Navigation.

UNITED STATES NAVAL OBSERVATORY,
Washington, October 18, 1872.

COMMODORE: Agreeably to your directions, the estimates for the support of the Naval Observatory having been already made, I have the honor to submit the following annual report:

THE EQUATORIAL.

The observations required by the frequent discoveries of small planets during the past year, and the return of two interesting periodical comets, have furnished the chief employment for this instrument. Good series of observations were obtained of the comets of Encke and Tuttle. The observations of Encke's comet, together with four drawings, have been published in a special report, forming Appendix No. II of the annual volume for 1870. Series of measurements of the double star Sirius were made last spring, and have been published in the *Astronomische Nachrichten*. Occultations of stars by the moon have also been observed.

This instrument is now in good working order, and the Bond chronograph, used in the equatorial observations, has been cleaned by Mr. Gardner, the instrument-maker of the Observatory, and performs well.

The observations have been made chiefly by Professor A. Hall, who has been assisted by Assistant Observer A. N. Skinner. During the day Mr. Skinner is fully occupied with computations for the catalogue now preparing by Professor Yarnall, and with proof-reading, so that he can give but partial attention to observations with the equatorial.

The zones of stars observed at the Naval Observatory with the mural circle, in the years 1846, 1847, 1848, and 1849, have been prepared by Professor Hall, and printed and published as an appendix No. II, to the annual volume for 1869. The zones observed during the same years with the west transit instrument are printed, and will appear as an appendix to the annual volume for 1870. The printing of the zones observed with the meridian circle in the years 1847, 1848, and 1849 will immediately follow, and with these the publication of the zones of stars observed at the Naval Observatory will be completed.

THE GREAT EQUATORIAL.

The object-glass of this instrument may be regarded as finished, the artist not having been able, for some weeks past, to detect certainly any imperfection of figure. The performance of the glass is, in every respect, admirable. The mounting is now being made, and it is hoped that the instrument will be ready and mounted in the new dome now being erected at the Observatory for it, before the time set by the contract has half expired.

The contract for tower and dome for its reception has been awarded to Mr. J. G. Naylor; the work is commenced and will be finished and ready by the time the instrument is completed.

THE TRANSIT CIRCLE.

This instrument is in charge of Professor Harkness, assisted by Professor Eastman and Assistant Observers Frisby and Stone. During the past year it has been employed on the sun, moon, and planets, and a large list of miscellaneous stars whose places are required for the better determination of the latitude of the eclipse station of August, 1869, at Des Moines; for the reduction of observations made with the equatorial; and for use in Professor Newcomb's revision of the theory of the moon. Only so many Nautical Almanac stars have been observed as were necessary for the determination of azimuth and time. The quantity of work done during the year is fully up to the average.

The observing-couch has been furnished with improved rollers of gun-metal, and new wires have been inserted in the collimators.

A new standard barometer, made by James Green, of New York, has been purchased, and is now mounted in the transit circle room, and a new chronograph made by Alvan Clark & Sons, from designs by Professor Harkness, has also been obtained, and will be brought into use as soon as the necessary changes can be made in the galvanic connections.

DIFFERENCES OF LONGITUDE.

In July and August last, Professor Harkness exchanged longitude signals with the Coast Survey parties at Cambridge, Massachusetts, and Saint Pierre, Newfoundland. At the same time signals were exchanged between Saint Pierre and Brest, France, and between the latter station and Paris and Greenwich; the object being to obtain another determination of the difference of longitude between the fundamental points in Europe and America. The whole operation was undertaken by the Coast Survey, and will doubtless yield very valuable results.

The telegraphic apparatus of the Observatory, in charge of Professor Harkness, continues in excellent order; no changes have been made in it during the year. A new main switch-board is, however, much needed, the present one being far too small to contain all the wires. A time-ball has been dropped on the roof of the Observatory daily at noon, and time-signals have been distributed by the Western Union Telegraph lines to a large part of the country at the same instant. By an arrangement with the Western Union Telegraph Company, the Mutual Life Insurance Company of New York City receive from us our time, and a ball will be dropped at noon from a staff erected upon the top of their building at an elevation to be seen from all parts of the city and harbor, by which the time of the city and shipping can be accurately regulated. The clocks at the Navy Department and at the Army Signal Office controlled by the Observatory clock have performed admirably, their error being usually much less than one second.

TRANSIT AND MURAL CIRCLE.

Since my last report, Professor Yarnall has been engaged as follows: Owing to sickness he did not commence observing until the 1st of January of this year, when he began a series of observations with the mural circle, which he still continues. His observations have been upon series of stars, taken above and below the pole alternately, with a view of examining and possibly correcting some of the refraction-coefficients; he has also observed many stars whose declinations were wanting to complete the places of stars already observed in right ascension, and has occasionally observed the moon when he could get the opportunity, as this was a special work of the transit circle. His time in office-hours has been given to the work on the General Catalogue, about one-half of which is now ready for the press. He has also given his attention to reducing and publishing the current work of the Observatory belonging to the instruments under his charge. In his computations upon the Catalogue, and otherwise, he has had the assistance of Professor Lockwood and Assistant Observer Skiuner.

The meteorological department still continues in charge of Professor I. R. Eastman, United States Navy.

The observations have been made by the watchmen with commendable care and regularity at 0h., 3h., 6h., 7h., 9h., a. m., and 0h., 3h., 6h., and 9h.

p. m. The observations for 1870 have been prepared for publication, but, owing to the increase in Professor Eastman's work in the astronomical department, the observations for 1871 are still unfinished. With the assistance now provided, they will probably be finished by December. Many miscellaneous meteors have been observed, but the weather has not been favorable for observing either the August or November showers. An extended series of comparisons has been made during the year to determine the errors of the Troughton and Simms standard, and the dry maximum and minimum thermometers. The corrections derived from these comparisons will be applied to the observations in 1871, and are almost identical with those obtained by a redetermination of the scale and freezing-point.

THEORY AND TABLES OF THE MOON,

in charge of Professor Simon Newcomb, United States Navy. The first part of this work, which comprises the calculation of the action of the planets on the motion of the moon by a new method, has made good progress. The effect of each of the four large planets, Mercury, Venus, Mars, and Jupiter, has to be determined separately. The heavy mechanical computations are about finished, and it only remains to examine and combine them into proper shape. The second part, comprising the comparison of Hansen's tables with observations before 1750, had been delayed by the want of accurate star-places for epochs so far back. This want is being filled by a complete redetermination of the proper motions of the principal stars, including all which have been seen occulted by the moon. Very important help in this has been rendered by Dr. Auwers, the distinguished astronomer of Berlin, who has communicated the results of his re-reduction of Bradley's observations, extending from 1750 to 1860. Three young computers, Messrs. Parker Phillips, John T. Hedrick, and W. M. Brown, have been employed under the appropriation of \$2,000 made for this work; the result has been very satisfactory.

The appropriation for transcribing the observations from the notebooks for publication has enabled us to keep up with the printer's requirements for copy on the annual volume.

TRANSIT OF VENUS.

At the last session of Congress an appropriation was made for the purchase of instruments for the proper observation of the transit of Venus in 1874, to be expended under the direction of a commission, to be composed of the Superintendent and two Professors of the Naval Observatory, the President of the National Academy of Sciences, and the Superintendent of United States Coast Survey. Professor Simon Newcomb, United States Navy, and William Harkness, United States Navy, were detailed as the two Professors of the Observatory, and, at a meeting of the commission, the Naval Observatory was authorized to take charge of the details of the Transit of Venus expedition. Experiments are being made and preparations are now in hand for completing contracts for the manufacture of the necessary instruments and planning the proper temporary observatories for the several stations to be occupied. This necessarily takes much of the time of the Professors, but as legitimate work of such an institution it is cheerfully and zealously performed.

CHRONOMETERS.

In the last year eighty chronometers have been received; thirty-four have been issued to sea-going vessels; three loaned to the northern boundary expedition, and thirty-four sent to Negus, in New York, for repairs. There are ninety-seven on hand, including thirty on trial, all of which may be considered ready for service. Twenty-eight of these are selected for the Pacific surveying expedition.

The following officers have been on duty in the chronometer department between the date of my report in October, 1871, and the present: Lieutenant Commander George C. Remy, to August 2, 1872; Lieutenant Commander C. H. Pendleton, to 31st May, 1872; Lieutenant S. M. Ackley, from November 1, 1871, to June 22, 1872; Lieutenant Commander J. D. Graham, from November 6, 1871, to August 10, 1872, and Lieutenant B. L. Edes, from April 3 to July 12, 1872. Those at present on duty are Commander James H. Gillis, (in charge,) from September 9, 1872, and Master Albert Ross, from August 12, 1872.

Owing to the exigencies of the service, officers could not be spared for duty at the Observatory to enable us to bring up the past history and records of the performance of the chronometers. It is very desirable that, at least, three officers should be attached to the chronometer department to keep up the books and duties required for a proper system of care and record.

THE LIBRARY.

The exchanges between the Observatory and its correspondents continue to be the chief source of increase to the library. Its exchange-list numbers more than seventy foreign astronomical and meteorological observatories, including, besides those in our own hemisphere, the chief observatories in Europe, at the Cape of Good Hope, in India, and Australia. During the year nearly two hundred acknowledgments of the receipt of valuable publications have been made to these and to other scientific institutions.

The editions of the annual volume of astronomical and meteorological observations made in 1869, received from the Government press in March, and of the separate appendixes, *No. I, Report of Solar Eclipse of December 1870*, *No. II, Zones of Stars*, observed from 1846-'49 have been widely distributed. During the present month the Observatory is distributing its *Report on the return of Encke's comet, 1871*—Appendix No. II of the volume for 1870, (in press,) published in advance of this volume. The care of the library and of the distribution of the publications of the Observatory is in charge of Professor J. E. Nourse, who also assists in revising proof and in other duties of the Observatory.

Very respectfully, your obedient servant,

B. F. SANDS,
Rear-Admiral, Superintendent.

Commodore DANIEL AMMEN, U. S. N.,
Chief of Bureau of Navigation, Navy Department.

NAUTICAL ALMANAC OFFICE,
Washington, D. C., October 30, 1872.

SIR: I have the honor to submit the following report of the work of this Office during the past year:

The preparation of the American Ephemeris and Nautical Almanac

has continued, as in previous years, without other change in the means and methods employed than the adoption of Hill's Elements and Tables of Venus, in place of those previously used.

The Ephemeris for each year comprises all relating to the places of the sun, moon, principal planets, and standard stars that is desired by astronomers in such a work. It is gratifying to find the demand for it increasing, so that during the past year more than 250 copies have been sold, while 750 have been supplied to the Navy and naval stations; to the surveying and exploring parties of the Coast Survey, the Engineer Corps of the Army, and the Land-Office; to observatories and astronomers, and to various colleges and other public institutions where astronomical observations or investigations are conducted.

A smaller volume, containing the first half of the complete work, is published for the use of navigators. Nearly 5,000 copies of the Almanac of each year are required for the supply of merchant ships.

There have been printed during the year, 500 copies of the Ephemeris for 1873; 500 of the Ephemeris for 1874; 1,000 of the small Almanac for each of the years 1872, 1874, and 1875; 3,000 of the small Almanac for 1873; and 200 of the Tables of Venus.

At the time of my last report, the Ephemeris for 1874 was stereotyped and ready for the press. The smaller volume was received in October, the large volume early in December of last year.

The small volume for 1875 was received from the printer in August last; the entire Ephemeris was completed and the final corrections made in the plates in September.

The greater part of the Ephemeris for 1876 is in the hands of the printer. It is expected that the preparation of that volume will be completed before next April. The Ephemeris of the sun in 1877, and a portion of that of the moon, have also been prepared.

Arrangements for the work of preparing elements and tables of some of the newly discovered planets will in a short time be presented to you for approval. It is hoped that the appropriations for that purpose will be renewed for the next fiscal year.

As one of the preparations for the transit of Venus, in December, 1874, maps and tables to facilitate predictions of the several phases of that phenomenon have been constructed by Mr. G. W. Hill, of this Office. Their publication has been assumed by the commission on this transit appointed by Congress, as one of their series of valuable papers relating to it.

I am, very respectfully, your obedient servant,

J. H. C. COFFIN,

Professor of Mathematics, U. S. N., Superintendent.

Commodore DANIEL AMMEN, U. S. N.,

Chief of Bureau of Navigation, Navy Department.

BUREAU OF NAVIGATION, SIGNAL OFFICE,
Navy Department, Washington, October 3, 1872.

SIR: I hereby respectfully report that the duties and operations of the Signal Corps of the Navy, during the past year, have been very limited, owing to the inability, as stated by the Department, to assign classes for instruction as heretofore, in consequence of the great demand for young officers for sea going ships, and for other duties and stations. This is to be regretted, as the total number, 38, who have

been instructed, and who have gone through the course at Washington, is not sufficient—and to have the necessary reliefs—to disseminate a knowledge of the practical use of the Army code of signals, which has been introduced into and adopted by the Navy with the highest degree of satisfaction and efficiency. It was intended to have an officer who had gone through the course at Washington on board of every United States vessel in commission, of any considerable size, in addition to his ordinary duties, to act as instructor to others in the use of both the Navy and Army code of signals, but which of late has been impracticable, owing to reasons before stated.

The quarterly returns of signal instruction from the several vessels of the Navy abroad, made in obedience to the circular from the Bureau of Navigation dated July 19, 1869, have, as a general thing, been regular and satisfactory. With many vessels they have been highly so. With some vessels, however, comes the report, "There has been no instruction this quarter, there being no signal officer on board."

I am gratified to state that on board of those ships where there is a regular trained signal officer it is observed that much interest is manifested by officers in perfecting themselves in the use of all kinds of signals. It seems to act as an incentive, and to have the effect of prompting suggestions and inventions relating to signals and signaling. As an evidence of this, some of the captains, commanders, and other officers of high positions, on board ships, have placed themselves under the instruction of young officers who have gone through the course of signal instruction at Washington.

What I said and recommended in my annual report two years ago, I consider still more necessary now, and beg leave to repeat it:

One thing is greatly needed in the Navy, and in the mercantile marine, in regard to signaling, and that is the having a systematic and efficient means of communicating at sea between American men-of-war and American merchantmen. A code should be adopted by legal enactment, if necessary, requiring every merchant vessel to carry a certain book or books and the requisite flags, so that signal communication could at all times be made with facility. The necessity of this has often been felt by our naval as well as by our merchant vessels when outside on our own coast, when abroad, when convoying in time of war, and when co-operating with the Army, as in the late civil war, in the transportation of troops and supplies.

One cause of the success and efficiency of the British commercial marine is that they are required and are ready to adopt such regulations as men of experience and knowledge in nautical matters may suggest, and which Parliament and the Board of Trade enforce by law and regulation. This is much required in this country if it is desired to advance the interests of commerce.

Congress has at different times enacted laws for the protection and for the benefit of commerce, and for the security of the lives of passengers and crews of merchant vessels. Believing that the facility of intercourse by signals would be highly advantageous to the safety, security, and efficiency of American commercial vessels, it is recommended that a law be enacted by Congress to carry these points into practical effect.

If it is not contemplated to have any officers under signal instruction the ensuing fiscal year, \$1,000 will be sufficient for the expenses of this office, viz, for office-rent, fuel, services of laborer, and for some miscellaneous and contingent expenses which usually arise.

I am, sir, very respectfully, your obedient servant,

JOHN J. ALMY,

Commodore, and Chief Signal-Officer of the Navy.

Commodore DANIEL AMMEN, U. S. N.,

Chief of the Bureau of Navigation.

Estimate of appropriations required for the service of the fiscal year ending June 30, 1874, by the Bureau of Navigation.

FOR THE SUPPORT OF THE BUREAU OF NAVIGATION.

For salary of chief clerk, (act approved July 5, 1862, section 3)	\$1,800
For salary of one clerk of third class, (act of July 23, 1866, section 8, and July 12, 1870, section 1)	1,600
For salary of one clerk of second class, (act of July 23, 1866, section 8, and July 12, 1870, section 1)	1,400
For salary of messenger, (act of July 5, 1862, and proviso of March 3, 1869) ..	840
For salary of laborer, (act of February 25, 1863, and proviso of March 3, 1869) ..	720
For contingent expenses	800
Total	7,160

A.

1. FOR NAVIGATION.

For foreign and local pilotage, and towage of ships-of-war	\$50,000
For services and materials in correcting compasses on board ship, and for adjusting and testing compasses on shore	3,000
For nautical and astronomical instruments, nautical books, maps, and charts, and sailing directions, and for repairs of nautical instruments for ships-of-war	10,000
For books for libraries for ships-of-war	3,000
For Navy signals and apparatus, namely: rockets, signal lights, and lanterns, including running lights, and for drawing and engraving for signal books ..	6,000
For compass fittings, including binnacles, tripods, and other appendages of ships' compasses	5,000
For logs and other appliances for measuring the ship's way, for leads and other appliances for sounding	3,000
For lanterns and lamps and their appendages, for general use on board ship, including those for cabin, ward-room, steerage, holds, spirit-room, and for deck and quartermaster's use	5,500
For bunting and other materials for flags, and for making and repairing flags of all kinds	6,500
For oil for ships-of-war, other than that used in the engineer department; for candles when used as a substitute for oils in binnacles and running lights; for chimneys and wicks; and for soap used in the navigation department	35,000
For stationery for commanders and navigators of ships-of-war	4,000
For musical instruments and music for ships-of-war	1,000
For steerage-signals and indicators, and for speaking-tubes and gongs, for signal communication on board ships-of-war	2,500
Total	134,500

2. FOR CIVIL ESTABLISHMENT.

For civil establishment in the navigation department at the several navy-yards	\$12,000
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3. FOR NAVIGATION CONTINGENT.

For freight and transportation, postage, and telegraphing on public business, advertising for proposals, packing-boxes and materials, and all other contingent expenses	\$6,000
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4. FOR NAVIGATION PRINTING AND BINDING.

For printing and binding, to be executed under the direction of the Congressional Printer, (submitted)	\$15,000
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5. FOR NAVIGATION, (HYDROGRAPHIC WORK.)

For drawing, engraving, and photo-lithographing charts; electrotyping and correcting old plates; preparing and publishing sailing directions, and other hydrographic information.....	\$22,000
For making charts.....	20,000
For surveying in the Pacific.....	75,000
For making charts of the Pacific, (submitted).....	15,000
For fuel, light, and office-furniture; care of building and other labor; purchase of books for library; drawing-materials and other stationery; postage, freight, and other contingent expenses.....	8,000
For rent and repair of building.....	2,800
For purchase and fitting up building for Hydrographic Office, (submitted)....	75,000
Total	\$217,800

6. HYDROGRAPHIC PRINTING AND BINDING.

For printing and binding, to be executed under the direction of the Congressional Printer, (submitted).....	\$10,000
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B.

1. FOR NAVAL OBSERVATORY.



For one clerk.....	\$1,800
For three assistant observers, at \$1,500 each.....	4,500
For wages of one instrument-maker, three watchmen, one messenger, and one porter; keeping grounds in order, and for repairs of buildings and inclosures; fuel, lights, and office-furniture; purchase of books for library, and chemicals for batteries; stationery, freights, and all other contingent expenses.....	13,500
For computations for theory and tables of the moon.....	2,000
For transcribing astronomical observations for publication.....	1,200
For computations for catalogue of zone stars observed by United States naval astronomical expedition to the Southern Hemisphere in 1850, '51, '52, (submitted).....	1,500

NOTE.—These observations are deposited in the observatory, and have been for the most part, computed. It is desirable that the work be finished, for which purpose the appropriation here asked will be required.

For switch-board to telegraphic apparatus, (submitted).....	600
Total	\$25,100

2. FOR ERECTION OF TOWER FOR TELESCOPE.

For string and completing new dome and tower.....	\$5,000
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NOTE.—This further sum will be necessary, the appropriation for the current fiscal year ending June 30, 1873, being insufficient.

3. FOR REFRACTING TELESCOPE.

For payment in part for the great refracting telescope in course of construction.....	\$10,000
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4. FOR OBSERVATORY PRINTING AND BINDING.

For printing and binding, to be executed under the direction of the Congressional Printer, (submitted).....	\$10,000
---	----------

C.

1. NAUTICAL ALMANAC.

For pay of computers and clerk for preparing for publication the American Ephemeris and Nautical Almanac	\$20,000
For continuance of work on new planets discovered by American astronomers	3,000
For rent, fuel, labor, stationery, boxes, expresses, and miscellaneous items	1,500
Total	24,500

2. FOR NAUTICAL ALMANAC PRINTING AND BINDING.

For printing and binding, to be executed under the direction of the Congressional Printer	\$9,700
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RECAPITULATION.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1874, by the Bureau of Navigation, Navy Department.

FOR SUPPORT OF BUREAU.

Salaries and contingent	\$7,160
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FOR THE NAVAL SERVICE.

A.—1. Navigation	\$134,500
2. Civil establishment	12,000
3. Navigation contingent	6,000
4. Navigation printing and binding	15,000
5. Hydrographic work	217,800
6. Hydrographic printing and binding	10,000
B.—1. Naval Observatory	25,100
2. Erection of tower for telescope	5,000
3. Refracting-telescope	10,000
4. Observatory printing and binding	10,000
C.—1. Nautical Almanac	24,500
2. Nautical Almanac printing and binding	9,700
Total	479,600

No. 6.

BUREAU OF PROVISIONS AND CLOTHING.

BUREAU OF PROVISIONS AND CLOTHING,
November 1, 1872.

SIR: I have the honor to submit herewith estimates marked A, B, C, D, E, and F, and schedules marked G and H, for the fiscal year ending June 30, 1874.

No estimate is made for clothing; the balance on hand on account of that appropriation being sufficient for the next fiscal year.

The increase of the ration of sugar and coffee, under the act approved May 23, 1872, has given great satisfaction to the men, and adds very much to their health and comfort.

I take the liberty of again renewing my recommendation that the men be allowed an outfit of clothing on enlisting in the Navy.

I am, very respectfully, your obedient servant,

EDWARD T. DUNN,

Paymaster-General, United States Navy.

Hon. GEORGE M. ROBESON,
Secretary of the Navy.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1874,
by the Bureau of Provisions and Clothing.*

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
A.—EXPENSES OF THE BUREAU OF PROVISIONS AND CLOTHING.		
Salary of chief clerk, per act of July 5, 1862, (12 Stat. at L., p. 511, sec. 3)	\$1,800 00	
Salary of one clerk of class four, per act of July 23, 1866, (14 Stat. at L., p. 36, sec. 8.)	1,800 00	
Salary of two clerks of class three, same act	3,200 00	
Salary of two clerks of class two, same act	2,800 00	
Salary of three clerks of class one, same act	3,600 00	
Salary of one messenger, per act of July 5, 1862, (12 Stat. at L., p. 511, sec. 1.)	840 00	
Salary of one laborer, per act of July 12, 1870, (16 Stat. at L., p. 250, sec. 3.)	720 00	
Total	14,760 00	\$14,760 00
B.—CONTINGENT EXPENSES OF THE BUREAU.		
For blank-books, stationery, and miscellaneous items, per act of May 8, 1872, (pamphlet edition, p. 81, sec. 1.)	800 00	800 00
C.—PROVISIONS FOR THE NAVY.		
For provisions for the officers, seamen, and marines, viz: 8,500 men, 900 commissioned officers, and 1,200 marine officers and privates, per act of May 23, 1872, (pamphlet edition, p. 150, sec. 1.)	1,547,600 00	
For the purchase of water for ships, same act	40,000 00	
Total	1,587,600 00	1,587,600 00
D.—CIVIL ESTABLISHMENT, BUREAU OF PROVISIONS AND CLOTHING, AT THE SEVERAL NAVY-YARDS.		
At navy-yard, Boston, one writer to paymaster, per act of May 23, 1872, (pamphlet edition, p. 150, sec. 1.)	1,017 25	
At navy-yard, Boston, one writer to inspector of provisions and clothing, same act	1,017 25	
At navy-yard, New York, assistant inspector of provisions and clothing, per act of May 23, 1872, (pamphlet edition, p. 151, sec. 1.)	1,878 00	
At navy-yard, New York, one writer to inspector, same act	1,017 25	
At navy-yard, New York, two writers to paymaster, same act	2,034 50	
At navy-yard, New York, assistant superintendent of mills, same act	939 00	
At navy-yard, Philadelphia, one writer to paymaster, same act	1,017 25	
At navy-yard, Philadelphia, one writer to inspector, same act	1,017 25	
At navy-yard, Washington, one writer to paymaster, same act	1,017 25	
At navy-yard, Norfolk, one writer to paymaster, same act	1,017 25	
At navy-yard, Mare Island, one writer to paymaster, same act	1,295 50	
Total	14,285 00	14,285 00
E.—CONTINGENT EXPENSES OF THE NAVY UNDER BUREAU OF PROVISIONS AND CLOTHING.		
For freight and transportation to foreign and home stations; candles; fuel; minor alterations and fixtures in inspection buildings; tools, and repairing same; at eight inspections; special watchmen in eight inspections; books and blanks; stationery; telegrams; postages and express charges; tickets, ferragles, and car-tickets; ice; and incidental labor not chargeable to other appropriations, per act of May 23, 1872, (pamphlet edition, p. 151, sec. 1.)	75,000 00	75,000 00
F.—PRINTING AND BINDING.		
For printing and binding books, blanks, &c., to be executed under the direction of the Congressional Printer, per act of May 8, 1872, (pamphlet edition, p. 63, sec. 2.)	6,000 00	6,000 00

G.—Schedule of proposals for fresh beef and vegetables received during the fiscal year ended June 30, 1872.

Name.	Date of advertisement.	Where to be delivered.	Beef, per pound.	Vegetables, per pound.
G. H. Spaulding	Sept. 11, 1871	Boston, Mass.	\$0.085	\$0.01
Cyrus Flanders	Sept. 11, 1871	do	.07	.015
Hobbs & Wilson*	Sept. 11, 1871	do	.0775	.00375
J. T. Varnell	Dec. 7, 1871	Washington, D. C.	.13	.037
William Turner*	Dec. 7, 1871	do	.10	.035
J. G. Carroll	Dec. 7, 1871	do	.1315	.0375
J. S. Bell*	Feb. 12, 1872	Pensacola, Fla.	.11	.05
A. H. Lindsay	April 25, 1872	Norfolk, Va.	.14	.055
Nathan Baum	April 25, 1872	do	.1425	.05625
Kimberly Brothers*	April 25, 1872	do	.14	.05
L. S. Boraef*	May 18, 1872	Philadelphia, Pa.	.155	.0525
W. P. Corney	May 12, 1872	do	.152	.0625
J. E. Lumsden	May 24, 1872	San Francisco, Cal.	.1249	.04
Brackett & Keyes	May 24, 1872	do	.085	.025
J. B. Dow	May 24, 1872	do	.0873	.0289
A. Newman	May 24, 1872	do	.088	.029
C. F. Wagner	May 24, 1872	do	.0875	.0325
J. F. Tobin*	May 24, 1872	do	.075	.015
E. Frieble	May 24, 1872	do	.0975	.04375
J. S. Bell*	June 18, 1872	Pensacola, Fla.	.08	.0475
J. Murphy	June 18, 1872	do	.12	.0425
John Stokell & Co*	June 24, 1872	Portsmouth, N. H.	.12	.02

* Bid accepted.

H.—Statement of contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, during the fiscal year ended June 30, 1872.

Name.	Date.	Articles contracted for.	Price.	Where to be delivered.
J. Freeman & Co	1871. July 19	10,000 pairs calf shoes . . . per pr	\$2.59	New York and Boston.
Pioneer Woolen Factory	July 27	10,000 yards blue flannel . . per yd	.625	Mare Island, Cal.
William Mathews	Aug. 10	10,000 pairs blue cloth trousers . . . per pr	7.00	New York and Boston.
Do.	Aug. 10	5,000 pairs satinet trousers . . . do.	3.35	Do.
Do.	Aug. 10	15,000 blue flannel undershirts . each	2.30	Do.
Do.	Aug. 10	6,000 blue cloth caps . . . do.	.85	Do.
Do.	Aug. 10	5,000 money-jackets . . . do.	13.25	Do.
Do.	Aug. 10	50,000 yards blue flannel . . per yd.	.69	Do.
Do.	Aug. 10	10,000 yards blue nankin . . do.	.155	Do.
Do.	Aug. 10	50,000 yds. Barnsley sheeting . do.	.857	Do.
J. H. Howard	Aug. 14	3,500 mattresses, with covers . each	5.89	Do.
Do.	Aug. 14	25,000 pairs woolen socks . per pr	.4475	Do.
Hobbs & Wilson	Sept. 29	50,000 pounds fresh beef . . per lb.	.0775	Boston, Mass.
Do.	Sept. 29	50,000 lbs. fresh vegetables . do.	.00375	Do.
William Turner	Dec. 26	25,000 pounds fresh beef . . do.	.10	Washington, D. C.
Do.	Dec. 26	25,000 lbs. fresh vegetables . do.	.035	Do.
John S. Bell	1872. Mar. 1	10,000 pounds fresh beef . . do.	.11	Pensacola, Fla.
Do.	Mar. 1	10,000 lbs. fresh vegetables . do.	.05	Do.
Kimberly Brothers	May 8	60,000 pounds fresh beef . . do.	.14	Norfolk, Va.
Do.	May 8	60,000 lbs. fresh vegetables . do.	.05	Do.
L. S. Boraef	June 6	60,000 pounds fresh beef . . do.	.155	Philadelphia, Pa.
Do.	June 6	60,000 lbs. fresh vegetables . do.	.0525	Do.
John S. Bell	June 26	25,000 pounds fresh beef . . do.	.08	Pensacola, Fla.
Do.	June 26	25,000 lbs. fresh vegetables . do.	.04875	Do.

No. 7.

BUREAU OF MEDICINE AND SURGERY.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, November 1, 1872.

SIR: I have the honor to submit the annual report now due from this Bureau, exhibiting statistics compiled from its records of the sick and

wounded of the Navy during the last year, with estimates for the support of similar sufferers in the national service for the fiscal year ending June 30, 1874.

As of first importance in connection with appropriations, and, above all, as involving rights of persons, I invoke your special interest for the pension and hospital funds; the one founded in forced contributions of officers and men of the Navy; the other in their blood, as accruing from the sale of prizes taken by them in battle.

It is plain that these considerations recommend more humane views in the appropriation of such moneys than almost any that apply to the ordinary expenses of Government, and that the hospital and pension funds constitute sacred trusts, originating in providential legislation.

By an act approved March 2, 1799, additional to the act for the relief of sick and disabled seamen, approved July 16, 1798, the Secretary of the Navy was directed to deduct twenty cents a month from the pay of every officer, seaman, and marine; and the money thus obtained was, by the subsequent act approved February 26, 1811, "constituted a fund for the support of Navy hospitals." Up to July 10, 1832, this fund was in charge of certain "commissioners of Navy hospitals," but an act of the latter date transferred the powers of these commissioners to the Secretary of the Navy alone; and they were required to "assign and transfer all certificates of stock and other property belonging to the said funds to the Treasurer of the United States, for payment of Navy pensions and support of naval hospitals." By the act of July 1, 1864, the Secretary, as trustee of the naval pension-fund, was authorized to invest it in registered securities of the United States; but the hospital-fund has never been invested at all. As this fund is, in its nature, variable, and the demands upon it constant, it would appear that every lawful means should be taken to increase it; and, therefore, that, instead of being merely deposited in the Treasury, it should be profitably invested. The amount now on hand remaining of the hospital-fund is shown in statement marked C to be only \$73,890.04.

In connection with the subject of pensions, evidence of which is continually required from this Bureau by the Commissioner of Pensions, I respectfully recommend the appointment of a clerk of the fourth class, to whom this important duty may be specially assigned. To give an idea of the labor required of the proposed clerk, it may suffice to note that, for the same service, the Medical Department of the Army employs upward of one hundred clerks; but it should be mentioned further that the Commissioner of Pensions has frequent reason to complain that his awards are delayed by want of evidence from this Bureau; though, to push forward such reports as much as possible, our clerks are sometimes obliged to work at night.

The various naval hospitals have, during the current fiscal year, been kept in repair, according to their occasions, and as their appropriations permitted. For the fiscal year ending June 30, 1874, the amounts hereafter stated will be necessary.

The navy-yard at Portsmouth, New Hampshire, important as it is for its extraordinary accessibility and other natural advantages, offers for its quarters only an old farm-house, capable, at the utmost, of accommodating no more than sixteen beds. On Wood's Island, at the mouth of the harbor, there stands a small frame tenement, for quarantine purposes; but this is utterly undeserving even of repairs, and in constant danger of being carried off by the seas, which frequently wash over its site. The authorities of Portsmouth naturally object to the landing of infectious diseases any nearer the town; and yet the climate offers great

inducements for ships to put into that harbor. For the present quarantine, therefore, I would recommend to substitute some condemned hulk, which might easily be equipped for hospital-purposes; but this arrangement will meet only occasional emergencies. The naval station absolutely demands a regular hospital establishment; the service has a right to claim it; and the hospital-fund is expressly charged with its maintenance.

This requisition is no novelty; it has been in contemplation for many years, but never yet proposed to Congress. The late Surgeon-General William M. Wood, as inspector-general of hospitals, reports an offer to him for the sale of a suitable site on Trefethen Island, at the very low price of \$5,000. I do not hesitate to recommend the purchase of this, or a similar site to be hereafter selected, even at a probable advance upon the present offer. To demonstrate the necessity for this proposed hospital, I may be permitted to remind you that, in the summer of 1871, you had occasion to order the *Kansas* to Portsmouth, on account of sixty cases of malarious disease, and that there was no means of accommodating anything like so many.

The hospital proposed need not be a grand or very expensive structure. Modern experience, especially of our own Army during the late domestic war, settled upon the pavilion style of hospital architecture as cheapest and most efficient. I would, therefore, propose a polygonal central building of substantial masonry, with two wooden wings, for the present accommodation of fifty beds, to which might be added other symmetrical wings whenever required hereafter.

For the erection and equipment of this establishment there would be required the sum of \$45,000, and for suitable quarters for the surgeon, \$10,000; which, adding \$5,000 for the site, would make the sum proposed for appropriation, \$60,000.

The following sums will be required for current repairs of the other hospitals, to wit:

For Chelsea, Massachusetts	\$4,500
For New York	1,800
For Philadelphia, Pennsylvania	10,000
For Annapolis, Maryland	4,000
For Washington, D. C.	2,000
For Norfolk, Virginia	5,000
For Pensacola, Florida	2,400
For Mare Island, California	7,000
For Yokohama, Japan	800
For naval laboratory, New York	2,500
Total	40,000

The question of salubrity in the beautiful site of the hospital at Annapolis, Maryland, and its valuable farm-land, has been so much discussed that the Bureau concluded to make it the subject of special survey by a board of senior judicious medical officers. This was accordingly done, and their report, marked D, is appended.

The survey comprehended also the old mansion-house in the hospital grounds, with a view to adopting it for surgeons' quarters; and it was found to be in a state of utter decay, so that birds had picked out their nests in its columns, and walking over the balconies was attended with danger. Upon mature deliberation, at which I assisted with the committee, it was concluded that the most economical use to make of this building would be to restore the portion now in brick upon the old foundations, which preserve extraordinary strength and solidity, and

use up all materials available for the house required. For this purpose the sum of \$8,000 might be sufficient for present appropriation.

An appropriation of \$50,000 is required to commence the rebuilding of the hospital destroyed by the confederates during the war at Pensacola, Florida. Under the command of Admiral Farragut, two wooden wings were built out from the old chapel for the accommodation of our numerous wounded at Mobile and elsewhere, and the fever-cases occurring every summer in that malarious region. These structures were purely temporary, and with walls of only one inch thickness. The necessity of war required them to be built inside the navy-yard, where they are now improperly situated; and the cost of repairing them where they stand is estimated at \$3,000; besides, the central building to which they are attached belongs to the Ordnance Department as an armory.

As Pensacola is the only proper harbor for the Gulf squadron, the necessity for a hospital there is very manifest.

For Mare Island, California, there is required, to build surgeons' quarters, the sum of \$30,000, current money, and for repairs, including drains, roads, water-pipes, a bridge, sewers, &c., \$20,800, making a sum total of \$50,800.

To meet the increasing wants of our large force on the Asiatic station, and to accommodate sick sailors of the mercantile marine, it will be necessary to provide for the extension, as well as for the completion and repair, of the hospital at Yokohama, Japan; and the sum required for these purposes will be \$10,000.

The naval laboratory at Brooklyn is the most important of all establishments belonging to the Medical Department of the Navy, because it is the source of all our supplies. The building has lately been renovated almost to completion, largely by the labor of its own operatives. These must of necessity be skilled workmen, of a superior class; and they require peculiar education; yet their present pay compares unfavorably with that of private establishments in the immediate neighborhood; this circumstance discourages, as it seems to underrate, them. The necessity, and indeed the policy, of increasing their remuneration has been frequently represented; and I earnestly recommend that the appropriation for the civil establishment be increased from \$6,400 to \$6,950, and that the partition of the sum appropriated be intrusted to the director of the laboratory, subject to the approval of the Department; as he alone can be competent to judge of the merits of persons employed, and the varying standards of labor outside. This arrangement would be attended with the further advantage of enabling the director to dispense, from time to time, with services not continually required, and not forcing upon him the perpetuation of particular ratings.

Finally, I have to implore, for the sake of our sick and wounded in time of duty, some increased facilities for purely naval education in our medical officers. The necessity for this is practically acknowledged and liberally provided for, almost to the reproach of this great nation, by foreign governments. We have official reports of those elaborate designs and developments, as presented in Appendix F. We are shamed by them. We are reminded that *noblesse oblige*, and that the very grandeur of our country, and the pride of every citizen in it, demand at least as much cultivation in our officers as we familiarly find abroad. Every American traveling in Europe, and hailing, as we always do, the flag that represents our country, feels keenly there, what strikes him less forcibly at home, any exhibition of deficiency in his native officers. His pride revolts at the unavoidable and disadvantageous contrasts he is forced to acknowledge; so that it is familiar with us to say

that if we could only once take some of our leading statesmen on a cruise, there would no longer be any difficulty in encouraging our ambition at least to equal, if difficult to excel, other nations. At home, even, we have the high example of the Army, with its brilliant museum, and constantly increasing volumes of inestimable results of experience in war. The country is equally entitled to the literary and scientific labors of the Navy; and its officers of all grades are eager to render them.

This Bureau is now engaged in collecting and preparing for publication all cases of pathological interest, hidden away for years, and almost lost in its archives; but we want the nucleus for a training-school, as at Netley; we want a place of deposit for marine collections by our own officers. We require candidates, and it is very hard to get such, to be versed in the *principia* of their profession; but when once obtained, we, like other countries, must encourage and instruct them; and this it is impossible to do without such means as are adopted and in use abroad, to the great pride and advantage of other nations, and the continual, mortifying rebuke to our own. I have invited only a glance into this vast field of public research, and merely hinted at defects so familiar to all naval officers abroad. It would seem impossible that such an appeal for the means of only enjoying what we already have, should not secure the sympathy of Congress. To save the life of one patriotic sailor, or even an unnecessary pang from wounds incurred in battle, and capable at least of amelioration by superior science and skill, would far outweigh all considerations of money-saving, even in a sordid individual; how much more should they stir the public pulse, as it throbbed in our immortal sanitary commission, and is revived at every annual visit to the graves of our dead, anticipating national sympathy for those still ready to die.

To accomplish these ends, I propose the appropriation of \$15,000 as the commencement of a school of instruction for medical officers preparing for promotion, and as a receptacle for marine specimens in natural history voluntarily contributed; a library; a lecture-room, with naval officers for teachers; a microscopical apparatus, and various other appliances in familiar use everywhere except in our own land.

I have the honor to be, very respectfully, your obedient servant,

JAS. C. PALMER,

Surgeon-General United States Navy.

Hon. GEORGE M. ROBESON,
Secretary of the Navy.

A.—Statement of sick, compiled from reports of sick from the naval stations in the United States and from vessels in commission, on home and foreign stations, for the year ended December 31, 1871.

Hospitals.	Remaining sick December 31, 1870.	Admitted in 1871.	Discharged in 1871.	Died in 1871.	Total treated in 1871.	Remaining sick December 31, 1871.	Percentage of deaths to whole number of cases treated.
Chelsea, Massachusetts	14	181	154	3	195	38	
Brooklyn, New York	47	299	221	13	346	52	
Philadelphia, Pennsylvania	29	182	169	10	210	29	
Annapolis, Maryland	1	14	8		14	8	
Washington, D. C.	23	179	182	4	302	16	
Norfolk, Virginia	21	59	66	4	80	10	
Pensacola, Florida	4	30	28		34	6	
Mare Island, California		218	159	7	218	52	
Total	138	1,162	1,047	41	1,300	212	.0315

Navy-yards and stations.	Remaining sick December 31, 1870.	Admitted in 1871.	Discharged in 1871.	Died in 1871.	Total treated in 1871.	Remaining sick December 31, 1871.	Percentage of deaths to whole number of cases treated.
Portsmouth, New Hampshire	9	251	254	1	260	5	
Boston, Massachusetts	7	252	251	1	259	7	
Brooklyn, New York	5	140	140		145	5	
Philadelphia, Pennsylvania		192	182	3	192	7	
Washington, D. C.	7	453	456		460	4	
Norfolk, Virginia	8	331	337		339	5	
Pensacola, Florida		28	24	3	28	1	
Mound City, Illinois		13	12	1	13		
Mare Island, California	17	94	85		111	9	
League Island, Pennsylvania		86	83	1	86	2	
Torpedo Station		36	36		36		
Naval Academy	15	704	708	1	719	10	
Total	68	2,580	2,568	11	2,648	55	.0040

Receiving-ships.	Average number on board in 1871.	Remaining sick December 31, 1870.	Admitted in 1871.	Discharged in 1871.	Died in 1871.	Total treated in 1871.	Remaining sick December 31, 1871.	Percentage of deaths to whole number of cases treated.
Portsmouth, New Hampshire	70		24	23		24	1	
Boston, Massachusetts	270	1	185	177		186	9	
New York	382	10	211	213	2	221	6	
Philadelphia	146		82	78		82	4	
Norfolk, Virginia	100		61	61		61		
Mare Island	88	2	62	64		64		
Total	1,056	13	625	616	2	638	20	.0030

RECAPITULATION.

	Aggregate number of officers and men on board vessels in 1871.	Remaining sick December 31, 1870.	Admitted in 1871.	Discharged in 1871.	Died in 1871.	Total treated in 1871.	Remaining sick December 31, 1871.	Percentage of cases to number of persons on board.	Percentage of deaths to number of persons on board.	Percentage of deaths to number of persons treated.
Hospitals.....		138	1, 162	1, 047	41	1, 300	212			.03
Navy-yards, &c.....		68	2, 580	2, 568	11	2, 648	55			.004
Receiving-ships.....	1, 056	13	625	616	2	638	20	.06	.001	.003
Vessels in commission, at sea.	10, 763	281	9, 837	9, 808	81	10, 118	229	.09	.007	.003
Total.....	11, 819	500	14, 204	14, 039	135	14, 704	516	1. 02	.01	.009

Summary of vessels in commission.

Average number on board during the year 1871.....	10, 763
Remaining sick December 31, 1870.....	281
Admitted in 1871.....	9, 837
Discharged in 1871.....	9, 808
Died in 1871.....	81
Total treated in 1871.....	10, 118
Remaining sick December 31, 1871.....	229
Percentage of cases to number of persons on board.....	.090
Percentage of deaths to number of persons on board.....	.007
Percentage of deaths to number of cases treated.....	.008

At the close of the year 1870 there remained under treatment 500 cases; during the year 1871, there occurred 14,204 cases of disease, injury, &c., making a total of 14,704 cases treated during the year; of which number 135 died, 14,039 were returned to duty or discharged the service, leaving 516 cases under treatment at the close of the year 1871.

The average strength of the Navy (officers, seamen, marines, engineer-service, and Coast Survey included) for the year 1871, as near as can be ascertained, was about 11,819.

The proportion of cases admitted to the whole number of persons in the service was about 1.02, or each person was on the sick-list $1\frac{2}{100}$ times during the year. The proportion of deaths to the whole number in the service was .01, and the percentage of deaths to the whole number of cases was .009, or less than 1 per cent.

The total number of deaths, from all causes, reported at the Navy Department, from October 1, 1871, to September 30, 1872, was 185.

B.—Summary of prevalent forms of disease on home and foreign service for the year ended December 31, 1871.

	North Atlantic.	South Atlantic.	European.	Pacific.	Asiatic.	Special service.	School and practice.	Coast survey.	Total.
Aggregate number of men	1, 416	904	2, 804	1, 930	1, 531	1, 653	480	45	10, 763
Febile diseases :									
Cases treated	504	71	254	349	128	118	27	5	1, 456
Deaths	1	3	5		3	1			13
Diseases of the digestive system :									
Cases treated	272	187	507	323	228	74	35	11	1, 637
Deaths	1	1	2	2	2		1		9
Diseases of the respiratory system :									
Cases treated	120	137	178	269	107	99	28	14	982
Deaths	2	1	5	3	2	3	1		17
Diseases of the circulatory system :									
Cases treated	22	5	33	22	35	7	2		126
Deaths			2		2				4
Diseases of the brain and nervous system :									
Cases treated	80	66	115	102	49	36	10	3	461
Deaths	1		2	2	4				9
Diseases of the cutaneous and cellular system :									
Cases treated	164	97	260	327	152	71	21	1	1, 093
Deaths			1	1					2
Diseases of the fibrous, osseous, and muscular system :									
Cases treated	111	109	216	199	123	55	15		828
Deaths									
Diseases of the serous and absorbent system :									
Cases treated	2		16	1	1	3			23
Deaths			1						1
Diseases of the genito-urinary system :									
Cases treated	84	72	268	226	307	56	11	4	1, 028
Deaths	2				1				3
Malignant diseases :									
Cases treated	38	2	22	68	23	13		1	167
Deaths									
Diseases of the eye and ear :									
Cases treated	29	12	70	35	40	21	1		208
Deaths									
Wounds and injuries :									
Cases treated	256	236	500	356	245	113	39	3	1, 748
Deaths	1	2	8	2	5	4	1		23
Total cases treated	1, 782	994	2, 727	2, 305	1, 433	646	189	42	10, 118
Total deaths	8	7	26	10	19	8	3		81

C.—Naval hospital fund.

The condition of this fund is represented as follows :

Balance on hand October 1, 1871	\$163, 736 95
Transferred to the fund by the Fourth Auditor, in settlement of accounts, &c., from October 1, 1871, to October 1, 1872	37, 874 94
Transferred to the fund on account of supplies from the Naval Laboratory to vessels and navy-yards, from October 1, 1871, to October 1, 1872	26, 875 26
Total	228, 487 15
Deduct amount expended from October 1, 1871, to October 1, 1872	154, 577 11
Balance on hand October 1, 1872	73, 910 04

D.

NAVAL HOSPITAL, ANNAPOLIS, MARYLAND,

October 30, 1872.

SIR: In obedience to an order from the Navy Department of the 28th instant, we have examined the hospital-building and its environs, and have the honor to report as follows:

The hospital-building is in good condition, with the following exceptions:

1. The roof is defective in some places, requiring repairs to prevent future leaks.

2. Some of the ceilings, injured by former leaks, require restoration.

3. There are defects about the water-pipes and water-closets demanding the services of an expert.

The grounds about the hospital are in a miserable state, not having been cleaned up or properly graded since the purchase of the property, and need fencing.

In regard to the general salubrity of the hospital, it appears from its records that all the employés were affected with intermittent fever in 1871, in common with the inhabitants of the town and neighborhood.

This year there has been but little disease in the hospital, so that the question of salubrity can hardly be yet decided.

At present the medical officer in charge is compelled to live in the hospital-building, in this respect differing from other hospitals. A residence for this officer is a pressing want. The old dwelling-house near the hospital might probably be so reconstructed as to make a suitable residence.

Very respectfully, &c.,

MARIUS DUVALL,
Medical Director.
C. EVERSFIELD,
Medical Director.
P. LANSDALE,
Medical Inspector.

Surgeon-General J. C. PALMER, U. S. N.,
Chief of Bureau of Medicine and Surgery.

E.—*Insane of the Navy.*

On the 30th September, 1871, there remained under treatment in the Government Asylum for the Insane, near this city, 5 officers, 5 seamen, 5 landsmen, 1 apothecary, 1 coal-heaver, 1 extra seaman, 2 late first-class boys, 9 marines, 3 beneficiaries, and 1 late seaman; total..... 33

During the year ended September 30, 1872, there were admitted: 1 late ensign, 6 ordinary seamen, 2 landsmen, 1 fireman, and 1 private marine; total..... 11

Total number under treatment during the year 44

The discharges in the course of the year were—1 surgeon, 1 captain of Marine Corps, 1 apothecary, 1 extra seaman, 2 landsmen, 3 privates of marines, 1 second-class fireman, and 2 ordinary seamen; total 12

Leaving in the institution on the 30th September, 1872—3 officers,
 1 late ensign, 7 privates of marines, 10 seamen, 4 landsmen, 1
 coal-heaver, 1 late first-class boy, 1 late first-class boy, (colore
 3 beneficiaries, and 1 late seaman; total..... 32

*F.—Extract from a report of inspection of the medical school at Netley, Eng-
 land, by Medical Inspector Edward Shippen, United States Navy, fleet-
 surgeon European station.*

This school has a distinct and independent existence, under the secre-
 tary of state for war. It is governed by its senate, which holds a meet-
 ing for the dispatch of business once a month, or oftener if necessary.

Every function pertaining to a senate, or governing body, is exercised
 by it, but no act of the senate is binding until it has received the
 approval of the secretary of state for war.

The professorships in the school are as follows: Military Surgery,
 Deputy Inspector-General T. Longmore, C. B.; Military Medicine, Dep-
 uty Inspector-General W. C. Maclean, M. D., C. B.; Military Hygiene,
 E. A. Parkes, esq., M. D., F. R. S.; Pathology, W. Aitken, esq., M. D.
 These gentlemen are well known as authors as well as teachers, and
 stand higher in their respective departments. To them had
 recently been added from the royal navy, (on account of the reception
 of naval candidates for instruction,) for the chair of Naval Hygiene,
 Staff Surgeon John Denis Macdonald, M. D., a fellow of the Royal
 Society.

There are also four assistant professors, who are taken from the army,
 two being staff surgeons-major, one a staff surgeon, and one a staff
 assistant surgeon. There is also a secretary, who is a gentlemen of ex-
 tensive scientific acquirements.

I do not see how I can better illustrate the working of this excellent
 institution than by taking the case of a candidate who is entered there.
 In the first place, he goes through the competitive examination (in
 London or Chelsea) for his position, whether in the army or navy, just
 as with us. If found qualified, he is sent to Netley, instead of going
 into the service, as he would have done a few years ago; indeed,
 as they did in the English navy until this year, when seventeen naval
 candidates have been received on precisely the same footing as the
 others. Next year the number will be increased. Arrived at Netley,
 the candidate assumes his uniform, and goes upon duty. He is still
 considered on probation. He has quarters furnished him, and receives
 10 shillings a day, about enough to defray his necessary expenses, as
 for mess, while handsome, is large and well managed. He remains at
 Netley four months; two months are passed in the wards, and two under
 special instruction.

Let us take the service in the wards first. Here, under the supervision
 of instruction of the staff surgeon in charge of the division, the can-
 didate has a clinical course, including various methods of diagnosis,
 especially the mode of investigating the history of diseases in rela-
 tion to the previous life and service of the enlisted man. "The candi-
 date is required to call in the aid of auscultation, the microscope, &c.,
 to apply the various chemical tests for the purposes of exhaustive
 diagnosis." For this purpose rooms, convenient to the wards, are pro-
 vided, and fitted with appropriate fixtures, and the walls have diagrams,
 bearing upon the subject to which the room is devoted.

The regulations in regard to recruiting, sick-certificates, &c., are explained, and the candidates made to examine men for these purposes.

The candidates are put in charge of wards, under the supervision of the staff surgeon of the division. They are held responsible for the ventilation and general neatness and cleanliness of the ward, as well as for the keeping of the different books and papers. The regulations in regard to prescriptions, diet, &c., are very stringent. The candidate is also required to keep a case-book, in addition to the regular hospital books. This case-book is examined at the termination of the course of instruction, and marks are awarded for the manner in which it is kept. The points to which the examination of the candidate's case-book is particularly directed, are as follows, viz: Professional merit, literary merit, attention to detail of regulations, and general neatness.

The regulations for the conduct of the candidates are very voluminous, but appear complete and satisfactory. Candidates on duty in the wards "are to remain in their wards until 11.30 a. m. daily. They may then go to the library, where they must be found until 1 p. m., so as to be within call for any casual duty, unless required in the laboratory, microscope-room, or ophthalmoscope-room, or for examination of recruits, or in the lecture-theater." In addition to this, they have to perform, in rotation, the duty of orderly-officer. The candidate commences this duty at 9 a. m., and finishes it the next day at the same hour. While on duty he must be in uniform, and must remain in the room appointed for him, unless called away on duty, when he is to leave a memorandum of where he is to be found. He visits the wards and dining-rooms, with the orderly-sergeant, at each meal-hour, and at 9 p. m., to see that all orderlies are present and all patients in bed. At meal-times, he sees that the diet and extra diet are properly cooked and served. He asks if there are any complaints, and if there are any, is to investigate the matter. If the complaint appears just, he is to see justice done, taking care to state the facts in his report. At 4.30 p. m. he inspects the meat and bread prepared for issue for the following day. During his tour of duty, the orderly medical officer is responsible for the sanitary condition of the wards, and that the patients are personally clean; that those allowed to be up are properly washed and dressed; that the wards are well aired; the water-closets, &c., clean and without smell; that excreta, poultices, dressings, &c., are at once removed; that no undue noise or irregularities exist; also, that the nurses are attentive and carry out instructions. The orderly-officer has charge of instruments and appliances for any emergency or accident, for which instruments he is held responsible. He does not leave the hospital for his meals, but is supplied with them by the mess-man without extra charge. At the end of his tour of duty, the orderly medical officer has to make a report, in a prescribed form, which is really a certificate, over his signature, that he has performed all his duties. This report is made to the principal medical officer.

All candidates are required to be present at all *post-mortem* examinations, and not to leave before the inspection is over. One or more of the most remarkable *post-mortems* form a subject for examination at the end of the course. The candidate who had charge of the case in the wards is required to furnish a complete abstract of it, to be read aloud before the *post-mortem* is commenced. He has then to take notes of the *post-mortem* and insert them in his case-book, as well as in the necrological register of the hospital.

Having spent two months in the duties of the wards, the candidate passes to the laboratory, &c., while those who have been at work in the

latter relieve those who have been in the wards, but both still attend the same general lectures.

I believe it was the intention, when the school was first established, to have the candidates there for six months, but at present, as I have previously stated, they only remain four months.

No excuse is received for absence from a lecture, excepting duty elsewhere, or leave from competent authority. In all other cases a certain number of marks are lost, and are deducted at the close of the session from the total number gained.

"The practical work in the laboratory is intended to familiarize the candidate with the processes he may be called upon to perform in the analysis of drinking-water, air, food, and soils." Candidates are obliged to pass a certain time at work in the laboratory; but they are permitted to work at other hours, and as late as 10 p. m., if they please. They are only required to see that there is no waste of material or gas.

In the microscope-room is carried on, at regular hours, the study of morbid anatomy and the microscopic examination of tissues. The number of candidates is so small that, in addition to demonstrating the work for the day, by description, plates, the black-board, or by typical specimens from the museum, the professor has the opportunity of passing round, and of observing the progress of each candidate. In this way the advantages of public instruction and private teaching are combined; and it was quite pleasant to observe the industry of the pupils, and the apparent good relations between them and their preceptor, the well-known Dr. Aiken. Each candidate has a space to himself at a long table under a good light. He is provided with a microscope and other necessary instruments for his exclusive use. He has a closet, with lock and key, for keeping these instruments, for which he is responsible, and is required to give a receipt. Candidates are here, as in the laboratory, required to pass a certain time at work, a portion of which time is allowed for cleaning up and putting away the instruments; but they are allowed and encouraged to return to their work at spare hours. Absence is only permitted when actually on the sick-list, or with leave from competent authority.

In obtaining leave of absence, the application must be made to the principal medical officer. But the professor in whose division the candidate is serving, or (if he is serving in the wards) the staff surgeon of the division, is first to countersign the application. The approval of the lecturer for the day (if there is a lecture) is also to be obtained. In fact, practically, hardly any leave is had. When given, it is generally on Saturday and Sunday, and then the candidate, if he has duty, must procure a substitute. Leave is only granted at other times in cases of the most urgent necessity.

There are two libraries at Netley, to which the candidates have access, under proper restrictions. The first is the "medical staff library," which is the property of the medical department of the army, and which is sustained by their entrance-fees and donations. For the use of this library, candidates have to subscribe two shillings a month, beside an entrance-fee of ten shillings.

There is a museum, consisting of a collection of specimens in natural history and in geology; a large number of specimens of pathological anatomy, having special reference to the more prevalent diseases of military life; a collection of *materia medica* and *alimentaria*, with specimens in their natural and prepared states. Here among the *alimentaria* are to be found the principal seeds, grains, and dried and prepared articles of food, from all parts of the world. There is also a collection

of plans and models of whatever is used in the army for the conveyance, support, or protection of wounded men, with models of tents, hospitals, &c. Indeed, the museum is outgrowing its room very fast, and a large and interesting collection of heads is necessarily excluded, and is placed in cases in the passages, an obviously unfit place in a hospital. Some of these heads are rare, and have been procured by medical officers serving abroad, at the risk of their lives. The collection of venomous insects, serpents, &c., is large, and derived from the same source.

The professor of pathology, in his course, not only gives practical instruction in the preparation for preservation of morbid tissues, but instruction is also given as to the mode of preserving and sending home from abroad specimens of comparative anatomy and of natural history.

It would serve no particular purpose to detail the various subjects, and subdivisions thereof, which are treated of by the lecturers on military medicine, military surgery, and military hygiene. Suffice it to say that the course seems to be a thoroughly exhaustive one.

It would seem impossible for any young man who has passed the preliminary examination, and who then goes through the course at Netley, to be otherwise than well prepared for his duties, in whatever part of the world his lot may be cast.

The names of candidates who pass the preliminary examination are sent to the director-general and to the professors of the school, arranged in the following classes:

1st. Those who have passed a pre-eminently distinguished examination, the characters which distinguish the excellence of each, and their capacity for special service. These are arranged in order of merit.

2d. The names of those who have passed creditably, arranged in alphabetical order, giving the topics on which each one has excelled or fallen short.

3d. Names of candidates who have passed the minimum examination, arranged in alphabetical order, with a statement of the particular branches in which each has been found deficient. This is to enable the professors to carry out their instruction with a definite aim, as regards each class.

As the examination, at the end of the Netley course, settles the final position of the candidate in the service, it becomes doubly his interest to be industrious and well-behaved.

A plan has been initiated of placing upon a marble tablet, in the hall of the hospital, the name of the candidate of his year who, in the judgment of the medical board, and of the senate, has most distinguished himself.

I asked whether any candidates were thrown out, and was told that it did not occur, as the examination, before coming there, secured the very best of the applicants.

Then the excellent mess arrangements, and the being thrown at once into an official position and atmosphere, together with constant employment, are excellent restraints, as well as the best preparation for their general duties in the service. Should any candidate render himself liable in any way, however, either through misbehavior, or idleness, or incompetency, he would be permitted quietly to retire, or would be dropped by the senate.

As I have before stated, there have been this year, for the first time, seventeen naval candidates admitted to this school, and a naval professor appointed. Their course is precisely the same as the others, except as to the peculiarities of naval hygiene. The whole number of candidates was between fifty and sixty, but it is intended to increase

the number of naval candidates next year. The naval candidates wear the naval uniform. It was considered highly desirable that they should have the advantage of this admirable course, and they are accordingly received here by the consent of the war office, the navy bearing the proportionate share of expense. This is a most advantageous arrangement for the navy, as so much was already provided, and in working order, that immense benefit is derived at a very moderate expense.

Having hastily sketched the main points observed in my most gratifying visit to Netley, and having omitted much for fear of greater prolixity, I have respectfully to suggest how easily a somewhat similar institution could be formed, for our naval and military candidates, in connection with that unique establishment, the Army Medical Museum, at Washington.

It would form a splendid nucleus for such a school, and all would be interested in adding to its collections.

Washington is now a city of sufficient size to afford a plentiful supply of subjects for dissection, and for operations on the cadaver, while there should be but little difficulty in arranging for hospital service and clinical instruction. The expense would be trifling, for the numbers would be small. Plenty of capable men could be found, both in the Army and Navy, who would be happy to take the position of instructors, at their ordinary pay. At any rate, it would be perfectly easy to try an experiment in this connection, which I feel confident would turn out a successful one, and a lasting credit to the administration which has the liberality and foresight to inaugurate it. Without doubt there are many older medical officers who, from the want of earlier practical teaching and experience, caused by the demands of immediate service following upon their entrance, would be glad to avail themselves of the privileges of instruction such an establishment would afford.

Respectfully submitted.

EWD. SHIPPEN,

Medical Inspector, United States Navy.

WM. MAXWELL WOOD, M. D., U. S. N.,

Inspector-General of Hospitals and Fleets, Washington, D. C.

JULY, 1872.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1874,
by the Bureau of Medicine and Surgery.*

Detailed objects of expenditure and explanations.	Estimated amount which will be re- quired for each detailed object of expenditure.	Amount appropri- ated for the cur- rent fiscal year ending June 30, 1873.
SALARIES.		
One clerk of class four, per act of July 23, 1866, (14 Stat. at L., p. 208, sec. 8)....	\$1,800 00	.....
One clerk of class three, per act of July 23, 1866, (14 Stat. at L., p. 208, sec. 8)...	1,600 00	.....
One messenger, per acts of July 5, 1862, (13 Stat. at L., p. 511, sec. 3,) and July 12, 1870, (16 Stat. at L., p. 250, sec. 3.)	840 00	.....
One laborer, per act of July 12, 1870, (16 Stat. at L., p. 493, sec. 1)	720 00	.....
	4,960 00	\$4,960 00

Estimates of appropriations, &c.—Continued.

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
CONTINGENT EXPENSES.		
Stationery and miscellaneous items; (appropriated, 17 Stat. at L., p. 81, sec. 3.)	\$400 00	\$400 00
SURGEONS' NECESSARIES AND APPLIANCES.		
Support of the medical department of vessels in commission, navy-yards, naval stations, marine-corps, and Coast Survey; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	40,000 00	40,000 00
REPAIRS AND IMPROVEMENTS OF HOSPITALS.		
Repairs to naval laboratory, naval hospitals and appendages, including roads, wharves, out-houses, side-walks, fences, gardens, farms, steam-heating apparatus, furniture, &c.; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	40,000 00	25,000 00
CIVIL ESTABLISHMENT.		
At the hospital, Mare Island, California:		
1 purveyor, at \$1,000; 1 chief cook, at \$540; 1 second cook, at \$480; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	2,020 00	.....
4 nurses and 4 washers, at \$480 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	3,840 00	.....
1 watchman and 2 laborers, at \$360 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,080 00	.....
2 bay-men, at \$216 each; 1 engine-tender, at \$1,000; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,432 00	.....
2 firemen, 1 at \$750 and 1 at \$300; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,250 00	.....
	\$9,622 00	8,872 00
At the hospital, New York:		
1 purveyor, at \$750; 1 apothecary, at \$750; 1 carpenter, at \$720; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	2,220 00	.....
1 chief cook, at \$300; 2 second cooks, at \$160 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	620 00	.....
4 nurses, at \$240 each; 2 washers and 2 chambermaids, at \$168 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,632 00	.....
1 master-at-arms, (policeman,) at \$420; 2 watchmen, at \$300 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,020 00	.....
3 laborers, at \$240 each; 2 bay-men, 1 at \$200 and 1 at \$180; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,100 00	.....
1 engine-tender, at \$720; 3 firemen, at \$360 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,800 00	.....
1 painter and glazier and 1 gardener, at \$480 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	960 00	.....
1 ambulance-driver and 1 messenger, at \$480 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	960 00	.....
2 gate-keepers, 1 at main gate at \$360, and 1 at rear gate at \$240; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	600 00	.....
1 matron, (also seamstress,) at \$420; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	420 00	.....
	11,332 00	11,336 00
At the hospital, Chelsea, Massachusetts:		
1 purveyor, at \$750; 1 apothecary, at \$480; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,230 00	.....
1 chief cook, at \$240; 1 second cook, at \$168; 3 nurses at \$240 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,128 00	.....
3 washers, at \$168 each; 4 watchmen, at \$360 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,944 00	.....
2 laborers, at \$240 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	480 00	.....
1 engine-tender, at \$600; 2 firemen, at \$360 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,320 00	.....
1 gardener, at \$300; 1 farmer, at \$480; 1 messenger, at \$240; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,020 00	.....
1 gate-keeper, at \$300; 1 matron, at \$360; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	660 00	.....
	7,782 00	7,782 00

* Since last year gas-works have been constructed at this hospital, requiring the services of an additional fireman, at \$750.

Estimates of appropriations, for—Continued.

Detailed objects of expenditure and explanations.	Estimated amount, which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
CIVIL ESTABLISHMENT—Continued.		
At the hospital, Philadelphia, Pennsylvania:		
Surgeon, at \$750; 1 apothecary, at \$480; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	\$1,230 00	.....
Surgeon, at \$480; 1 chief cook, at \$240; 1 second cook, at \$168; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	888 00	.....
Nurses, at \$240 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	720 00	.....
Washers and 1 scrubber, at \$168 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	672 00	.....
Master-at-arms, at \$420; 2 laborers, at \$240 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	900 00	.....
Boatman, at \$240; 1 engine-tender, at \$600; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	840 00	.....
Firemen, at \$240 each; 1 gardener, at \$300; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	780 00	.....
Ambulance-driver, at \$360; 1 messenger, at \$240; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	600 00	.....
Matron, (also seamstress,) at \$360; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	360 00	.....
	6,990 00	\$6,990 00
At the hospital, Annapolis, Maryland:		
Surgeon, at \$750; 1 apothecary, at \$480; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,230 00	.....
Chief cook, at \$240; 1 second cook, at \$168; 2 nurses, at \$180 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	768 00	.....
Watchman, at \$360; 2 laborers, at \$144 each; 1 washer, at \$240; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	888 00	.....
Engine-tender, at \$600; 2 firemen, at \$360 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,320 00	.....
Boatman, at \$300; 1 ambulance-driver and 1 messenger, at \$240 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	780 00	.....
Matron, (also seamstress,) at \$240; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	240 00	.....
	5,226 00	4,512 00
At the hospital, Washington, D. C.:		
Surgeon, at \$750; 1 apothecary, 2d. class, at \$480; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,230 00	.....
Chief cook, at \$240; 2 second-class cooks, at \$168 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	576 00	.....
Nurses, at \$240 each; 3 washers and 2 laborers, at \$144 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,440 00	.....
Watchman, at \$360; 2 firemen, at \$360 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,140 00	.....
Ambulance-driver, at \$360; 1 messenger, at \$180; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	540 00	.....
	4,926 00	5,568 00
At the hospital, Norfolk, Va.:		
Surgeon, at \$750; 1 apothecary, 2d. class, \$480; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,230 00	.....
Chief cook, at \$300; 1 second cook, at \$240; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	540 00	.....
Nurses, 1 at \$240, and 3 at \$168 each; 1 watchman, \$300; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,040 00	.....
Washers, at \$192 each; 2 washers, at \$144 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	864 00	.....
Engine-tender, at \$720; 2 bay-men, at \$168 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,056 00	.....
Boatmen, at \$168 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	672 00	.....
	5,406 00	5,406 00
At the hospital, Pensacola, Fla.:		
Surgeon, at \$750; 1 apothecary, \$480; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,230 00	.....
Chief cook, at \$240; 1 2d.-class cook, at \$216; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	456 00	.....
Nurses, at \$264 each; 4 nurses, at \$216 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,920 00	.....
Boatman, at \$216; 3 laborers and 1 messenger, at \$144 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	792 00	.....
Washers, at \$170 each; 2 bay-men, at \$168 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	696 00	.....
	5,094 00	5,094 00

Estimates of appropriations, &c.—Continued.

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
CIVIL ESTABLISHMENT—Continued.		
At the hospital, Yokohama, Japan :		
1 apothecary, at \$750; 1 chief cook, at \$360; 1 second cook, \$144; (submitted) ..	\$1,254 00	.....
2 nurses, at \$216 each; 1 watchman, at \$340; (submitted)	673 00	.....
1 gardener, at \$120; 1 messenger, at \$192; (submitted)	312 00	.....
4 laborers, at \$60 each; (submitted)	240 00	.....
	2,478 00	.....
At the naval laboratory, New York :		
1 manufacturer, at \$800; 1 clerk, at \$800; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,600 00	.....
1 chief packer, 1 engineer, and 1 carpenter, at \$800 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	2,400 00	.....
1 shipping-porter, at \$500; 1 assistant manufacturer, at \$300; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	800 00	.....
1 fireman, at \$350; 3 assistant packers, at \$300 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,250 00	.....
1 porter, at \$350; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	350 00	.....
	6,400 00	\$6,400 00
At the naval dispensary, Washington, D. C. :		
1 apothecary, at \$750; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	*750 00	.....
1 laborer, at \$2 per day, \$730; 1 ambulance-driver, at \$360; (submitted)	1,090 00	.....
	1,840 00	.....
At the navy-yard, Portsmouth, N. H. :		
1 apothecary, at \$750; 1 nurse, at \$180; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	930 00	.....
1 laborer and 1 cook, at \$180 each; (appropriated, 17 Stat. at L., p. 150, sec. 1.) ..	360 00	.....
	1,290 00	1,290 00
At the navy-yard, Boston, Mass. :		
1 apothecary, at \$750; 1 laborer, at \$2 per day, \$730; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,480 00	1,480 00
At the navy-yard, New York :		
1 apothecary, at \$750; 1 laborer, at \$2 per day, \$730; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,480 00	1,480 00
At the navy-yard, Philadelphia, Pa. :		
1 apothecary, at \$750; 1 laborer, at \$2 per day, \$730; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,480 00	1,480 00
At the navy-yard, Washington, D. C. :		
1 apothecary, at \$750; 1 laborer, at \$2 per day, \$730; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,480 00	1,480 00
At the navy-yard, Norfolk, Va. :		
1 apothecary, at \$750; 1 laborer, at \$2 per day, \$730; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	1,480 00	1,480 00
At the naval academy, Annapolis, Md. :		
1 apothecary, at \$750; 1 nurse, at \$180; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	930 00	.....
1 cook, at \$168; 1 laborer, at \$144; (appropriated, 17 Stat. at L., p. 150, sec. 1.) ..	312 00	.....
	1,242 00	1,242 00
At the naval station, Mound City, Ill. :		
1 apothecary, at \$750; 1 laborer, at \$2 per day, \$730; (appropriated, Stat. at L., p. 150, sec. 1.)	1,480 00	1,480 00
	78,508 00	73,372 00
CONTINGENT.		
For contingent expenses of the Bureau; for freight on medical stores; transportation of insane patients; advertising; telegraphing; purchase of books; expenses attending naval medical examining boards; purchase and repair of wagons and harness; purchase and feed of cows and horses; rent of naval dispensary; purchase of trees, garden-tools, seeds, fuel; subscription to necessary periodicals, &c.; (appropriated, 17 Stat. at L., p. 150, sec. 1.)	30,000 00	25,000 00

*In amount for naval hospital, Washington, D. C.

Estimates of appropriations, &c.—Continued.

Detailed objects of expenditures and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
PRINTING AND BINDING.		
For printing and binding, to be executed under the direction of the Congressional Printer, per act of May 8, 1872, (17 Stat. at L., p. 82, sec. 2.)	\$3,000 00	.....
RECAPITULATION.		
Salaries, &c.	5,360 00	\$5,360 00
Various necessaries and appliances	40,000 00	40,000 00
Repairs and improvements of hospitals	40,000 00	25,000 00
Civil establishment	78,508 00	73,372 00
Contingent	30,000 00	25,000 00
Printing and binding	3,000 00	3,000 00
	196,868 00	168,732 00

Respectfully submitted.

JAMES C. PALMER,
Surgeon-General United States Navy.

BUREAU OF STEAM-ENGINEERING.

NAVY DEPARTMENT,
Bureau of Steam-Engineering, October 31, 1872.

SIR: In obedience to your order of the 16th instant, I have the honor to submit the annual report of this Bureau, together with the estimates for maintaining the steam-machinery of vessels of the Navy afloat; for the repairs and refitting of machinery of vessels needed for reliefs; for the preservation of that in vessels laid up; for the construction of new machinery for vessels rebuilding; for materials and stores; and for the civil establishment in the Bureau and navy-yards.

COMPOUND-ENGINES.

My last annual report was laid before you just after returning from Europe, where I had been for several months engaged in the examination of the several varieties of steam-machinery employed in European civil and commercial vessels. I then unhesitatingly recommended the adoption of the compound-engine for all cruising-vessels thereafter constructed. Subsequent information has been received from reliable sources of the success, on trial, of vessels building at the time of my visit, and that the proprietors of the principal steamship lines have ordered all their new vessels to be engined with compound machinery.

With such reports and positive information in possession of the Department, you wisely decided that the new vessels ordered to be rebuilt should be supplied with machinery designed on this system. It being of the utmost importance that these vessels should prove a success, to maintain our reputation at home and abroad; and involving, as their construction must, a large expenditure of money; together with the facts that no machinery of this type worthy of note had been constructed in

this country, and that different opinions exist in relation to the comparative value of the several types employed in European vessels; also the question of proper proportions and details to be used; and with the desire to utilize as far as possible the twelve pairs of incomplete engines known as the 60 by 36 inch cylinders, four pairs partly completed, known as the 50 by 42 inch cylinders, and one pair known as the 36 by 36 inch cylinders, besides several pairs removed from condemned vessels, all in possession of the Department, it was decided, first, to examine the engines now on hand, (enumerated above,) to ascertain if any of their parts could be used to advantage; and, second, to give mature consideration and study to the designs for the new machinery. Accordingly two intelligent and skillful chief engineers were selected for the purpose, and received orders, of which the following are copies:

NAVY DEPARTMENT, *February 8, 1872.*

SIR: In view of the necessity for the employment of the latest and most approved designs of steam-machinery in the Navy, the subject of the proper disposition to be made of engines constructed and partly constructed for naval vessels, and now stored in the several navy-yards, must be considered and decided. With this view, you are hereby appointed presiding officer of a board of engineers to examine and report upon this subject. You will first examine the engines stored in the Boston yard; then proceed to the other navy-yards in the following order: 1st, Portsmouth, New Hampshire; 2d, New York; 3d, Philadelphia; 4th, Washington; reporting to the commandant of each yard, who will afford all necessary facilities for examining the machinery. After this you will report to and confer with the Chief of the Bureau of Steam-Engineering, who will furnish you the drawings of said engines, which you will carefully examine, to ascertain if any sets can be advantageously altered into compound-engines, or if any parts thereof can be advantageously used in the construction or repair of machinery of naval vessels; in brief, what disposition had best be made of engines enumerated in the inclosed list.

Chief Engineer C. H. Baker will report to and accompany you to the several navy-yards; and on your arrival in Washington, Chief Engineer David Smith will report as a member of the board.

Your report will embrace the disposition recommended for each set of engines.

Respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

Chief Engineer CHAS. H. LORING, U. S. N.,
Washington, D. C.,

NAVY DEPARTMENT, *May 3, 1872.*

SIR: The board of which you are the presiding officer, in addition to the duties assigned it in the order of February 8, will carefully examine the drawings of the compound-engines and accompanying boilers proposed by the Chief of the Bureau of Steam-Engineering for the "New York," (2d rate,) and will decide on any or all improvements in the design, general arrangement, proportions of parts and details necessary to make the machinery as complete and as perfect as can be devised. The board will also decide on the designs, proportions, and principal details of compound-engines and accompanying boiler for the Quinnebaug, and for other classes of vessels proposed to be built. You will consult with the chiefs of the Bureaus of Construction and of Steam-Engineering in relation to the speed of the vessels, the weight of machinery, and space to be occupied by it; also, any other points necessary to a clear understanding of the subject-matter.

The desire of the Department is to get the highest attainable speed that space in the vessel and weight will permit; the machinery to be reliable, durable, and economical in fuel.

In your report you will state the probable speed of each class of vessels for which the machinery has been designed, the weights of engines, boilers, and appendages, separately; and the total weight of coal to be carried, and probable consumption for twenty-four hours.

The general drawings will be approved by the board.

Respectfully,

GEO. M. ROBESON,
Secretary of the Navy.

Chief Engineer CHAS. H. LORING, U. S. N.,
Washington, D. C.

In compliance with these orders, the engines referred to were carefully examined, and since then the officers appointed to this duty have been and are still assiduously employed in studying designs for machinery of new vessels, in all points and bearings, and preparing drawings of details.

The reports required by their orders have not yet been submitted to the Department, as the work is tedious and difficult, for reasons before stated, and for the additional reasons that the very limited appropriations, as well as economy, render it necessary to utilize as many parts as possible of the old machinery in the construction of the new.

The Department having decided to rebuild the Quinnebaug, Swatara, Galena, Vandalia, Marion, and Mohican, with increased dimensions, and to engine them with compound machinery, the first work of the board, under the order of May 5, consisted in studying the subject of plans for machinery for these vessels. After mature consideration, it was decided to reconstruct the four pairs of engines partly completed for the Omaha class of vessels, for which no hulls have ever been commenced, converting them into compound-engines, and complete them for the Quinnebaug class. The Bureau having approved this decision, drawings were prepared, orders issued, and the work commenced in the Boston, New York, and Washington navy-yards.

These engines will have cylinders 42-inch diameter by 42-inch stroke for the high pressure, and 64-inch diameter by 42-inch stroke for the low pressure. The boilers will be cylindrical, with fire-room fore and aft the vessel, and constructed to use eighty pounds pressure per square inch, and all well below the water-line.

The maximum power developed will be considerably greater than has ever before been produced in any vessel of the Omaha class. Vessels of this class are 250½ feet long, with 38 feet beam. The space occupied by machinery and coal for four and a half days' full steaming is 26,049 cubic feet. The weight of machinery, including water in the boilers, is 340 tons. The new vessels are to be 216 feet long, with 38 feet beam. The space occupied by the machinery and coal for six and a half days' full steaming will be 25,000 cubic feet. The weight of machinery, including water in the boilers, will be 270 tons. Notwithstanding this reduction of space occupied and weight of machinery, it is confidently expected that the power developed by it will be adequate to a speed equal to that for which the larger vessels above mentioned were apparently designed. The space to be occupied by the machinery and coal of the new vessels is all that is available. It should be borne in mind that sufficient space for machinery of the required dimensions and weight for the highest speed cannot be appropriated in vessels of this size, except at the expense of other material essential to their efficiency as ships of war. As vessels increase in size the combination of fighting qualities with greater speed becomes easier to accomplish.

The attention of the board will next be directed to plans for the fifth and sixth vessels named above, to the designs for machinery of other vessels proposed to be built, and for the New York.

TENNESSEE.

During my absence from the Bureau last year, on a European tour of inspection, a contract was made, by order of the Department, with Mr. John Roach, of New York, to construct new machinery for the Tennessee, and to erect the same in lieu of that already on board the vessel. The contractor being allowed full and entire scope in making his own

designs, under a guarantee of success, no plans or drawings were furnished the Bureau, the contract simply providing that there shall be two pairs of compound engines, with cylinders of 40 and 76 inches diameters and 42-inch stroke of piston, and the boilers to be cylindrical, with an aggregate of 720 square feet of grate-surface. These engines are of the four-cylinder type, as originally constructed, on the compound principle. The engines of Bureau design will be of the two-cylinder type, as successfully employed in recent European steamers. This contract is dated October 3, 1871, and was drawn by the officer then temporarily acting chief of the Bureau, who subsequently was ordered to superintend the construction of the work.

IRON VESSELS.

The large expenditures, from the limited appropriations for this Bureau, for the construction and erection of the motive-power in wooden vessels that have become decayed and useless after one or two cruises; also, the expenditure for the removal of machinery from and re-erection in other vessels comparatively new, for the purpose of repairing or replacing decayed keelsons, timbers, and planks, are sufficient reasons, I trust, for my referring here to a subject so often verbally discussed by us—the materials of which the hulls of our ships shall hereafter be constructed. It is not my province to enter into the history of the enormous sums heretofore expended on repairs to the hulls of our wooden fleets, or into the subject of hull construction generally. The able chief constructor, in his last annual report, delineated in strong terms the alarming condition of decay of many cruising-vessels, and of others still remaining on the blocks uncompleted. Since then the *Miantonomah*, *Monadnock*, *Terror*, and *Nantasket* have been pronounced unfit for repairs, all comparatively new vessels—the *Nantasket* not having completed the first cruise. The loss of so many vessels to the naval service at this time is seriously felt, and their renewal will take no small sum from the naval appropriations. In contradistinction to this condition of things, it may be mentioned that the hull of the steamer *Michigan*, constructed of good iron and put afloat at Erie, Pennsylvania, in 1844, is, after twenty-eight years of active service on the northern lakes, found to be in good condition. It is true that the water in which she floats is fresh; but if she had been constructed of wood, how often would rebuilding have been necessary, and what would have been the bill of expenditure therefor? Or else would she not have been condemned, sold, and forgotten many years ago? Again, the iron hulls of the monitors *Saugus*, *Manhattan*, *Ajax*, *Mahopac*, and *Canonicus*, built prior to the *Miantonomah* class, are in a good state of preservation, and will endure for many years to come without extensive repairs, while the wooden beams, mistakenly placed in them by the designer, have badly decayed. It may also be mentioned that many iron vessels of the age of twenty years and upward are now afloat doing service in all the important seas, with good sound hulls, on which repairs have scarcely ever been made. Wooden vessels are not now built in Europe for commercial purposes, and few, if any, will hereafter be built in this country for traffic on the seas; their day has passed. The effective force of the royal navy of Great Britain is composed almost exclusively of iron steamers; the *Warrior* and others being over twelve years old, with good hulls, on which few if any repairs have been made. The advantages of iron over wood as a material for ship construction consist in the fine lines that can be obtained in iron without impairing the strength

of the structure; less weight of hull, with far greater strength than can possibly be obtained in wood; greater safety, derived from the admission of transverse bulk-heads; rigidity of the vessel, and the solid foundation on which the engines can be secured, with durability and freedom from deterioration.

Solid and permanent foundations for securing the motive-power upon cannot be provided in wooden vessels. Besides, the hulls are not capable of sustaining, for any length of time, the strain resulting from the increased steam-power required for high speed; consequently the engines and line-shafts are soon thrown out of a correct line, causing undue strains and frictions, resulting in heated journals, and sometimes broken shafts.

SCREW-PROPELLERS.

By order of the Department, all vessels having four-bladed screws have had them removed and screws of two blades fitted in their stead, whenever such vessels have been fitted for sea. These changes were designed with a view of increasing the efficiency of the vessels when under sail alone. The screws removed were generally properly proportioned to the engines that were to operate them, and to the vessels for which they were designed. The two-bladed screws substituted are of the same general design, except as to number of blades; the length, however, having been restricted by the dimensions of the ports in which they were placed, has compelled the use of a much smaller fraction of the pitch, and consequently a greatly reduced propelling area and resisting power, to increase which, and enable the engines to develop their normal horse-power, a somewhat increased pitch was given them. The result of this change, as invariably shown by the records of the steam log-books, has been that, while the speed is not materially altered in smooth water and light winds, it is very seriously reduced when head seas and winds are encountered; and that the screws cannot keep steerage-way on the ships against moderate gales when accompanied by heavy seas. No other result ought to have been expected. An efficient screw must possess certain definite proportions, not the least important of which is the relation between the pitch and breadth of blade; or, as it is technically termed, the fraction of pitch used. In none of our ships can the proper amount be obtained with less than four blades, unless, indeed, a greatly increased length of port is given; and if this be done, then a two-bladed screw might be made equally effective with one of four. I am decidedly of the opinion, however, that no difference will be found in the speed or handiness of ships under sail dragging screws of equal pitch and area, whatever the number of blades. Other things being equal, the efficiency of screws increase in proportion to the area of the circle described by their blades, and is therefore directly as the squares of their diameters. It is from this fact that the expectations of those ordering the changes in the propelling instruments of our ships have been disappointed, expectations founded upon the performance of screws of exceptionally large diameters, in use on the British iron-clads.

Since the introduction of the screw as an instrument through which the motive-power is transmitted, they have been made of many designs and shapes, with blades varying from two to eight; but none have proved superior to the ordinary true screw, with four blades, as regards the loss of power transmitted from the engines. Without entering into the history or description of the several varieties of screws for which patents have been issued, or of those that have been sufficiently suc-

cessful to compete with the ordinary true screw, it will suffice to state that the screw known as the Hirsch patent, applied to the Ville de Paris, Periere, and other French vessels; also the screw known as the Griffiths patent, applied to many British vessels, and to our Niagara, have acquired considerable reputation for reducing the vibration of the stern of a vessel, as well as efficiency as propellers.

With knowledge of these screws, and the desire of the Bureau to ascertain their actual advantages, if any, on one of our vessels, Mr. Hirsch was requested to furnish a drawing of a two-bladed screw, of about 9 feet diameter, for a light-draught vessel. This he declined to do, but consented to have one of his screws tested on a vessel of the Worcester class. Accordingly, one was made at the Boston yard from a drawing furnished by himself in London, and the same is now on the flag-ship Worcester, its diameter being 17 feet. This ship having made the passage from Boston to Hampton Roads under steam, as ordered, for the purpose of testing this screw, the chief engineer has reported upon its performance, and his report is now before me. It is too long to enter here, but the indorsement of Rear-Admiral Green, commanding the squadron, and on board the ship, sums up the whole of it in a few words, and is given in full. He says:

The performance of the propeller during the passage showed conclusively that it would not be efficient in an emergency on a lee-shore in rough weather. On the afternoon of the 13th instant, the force of the wind being seven, and five points on the port bow, with a heavy head-sea running, she made no headway, and could not be made to come up to and pass the direction of the wind, while Nantucket Shoals were under our lee. The propeller is *less efficient than the old one*, according to the representations of Chief Engineer Macomb and other officers attached to this ship.

This wretched performance is the result of insufficient area of screw, its deficiency being increased by all its area being concentrated in two blades; a large proportion of it was raised out of water as the ship pitched to the heavy head-seas she encountered.

Mr. Griffiths was also applied to and furnished a drawing for a two-bladed screw of his latest patent for a vessel of the same class. This screw was made in the Washington yard, and will also be tested on the Worcester as soon as an opportunity offers.

The first screw-steamer owned by our Navy—the original Princeton—was propelled by a screw of six blades. The shafts were disconnected close to the dead-wood, and when the ship used sail alone as the motive-power the screw revolved. During the two years I was attached to that vessel, I heard of no difficulty being experienced in working the ship under sail.

CORROSION OF BOILERS.

When surface-condensers were introduced for the purpose of supplying the boilers of marine steamers with distilled instead of sea-water, it was believed that, among other advantages gained, would be increased length of time that boilers would last in active service. This expectation has been disappointed, for, instead of increased length of service, the duration has been decreased nearly one-half. Since March, 1869, *nineteen of our cruising-vessels* have been supplied with new boilers, on account of the corroded condition, internally, of those on board. Many of the boilers removed had been in service only two cruises, and boilers only three years in use have required extensive repairs on returning home after the first cruise. Indeed, reports come from nearly every vessel afloat of the deterioration of the iron in some parts of the boilers. Besides internal corrosion, much difficulty has

been experienced externally with the boiler water-bottoms in every light-draught vessel in the Navy. If boilers have been seated in beds of putty or cement, the water percolating from leaks between the iron and bed has resulted in the setting in of corrosion. If they are placed on timbers only, corrosion is occasioned by bilge-water, the space between the bottoms of the boilers and skin of the vessels being insufficient to admit persons to clean and paint the iron.

This difficulty does not exist in our service alone. The British admiralty have had *the same disagreeable experience*; and, although they have issued rigid regulations regarding the care and preservation of their boilers, and have competent engineers and superior artificers on board their vessels, they inform me that in many cases two commissions is the extent of endurance of their boilers, and in some cases they have lasted only one commission. The experience of those having charge of steamship lines is more favorable, for the reason that their vessels being more frequently under steam, the boilers are not seriously affected by atmospheric dampness, besides which they make distinct short passages between fixed ports and are afforded opportunities for frequently changing the water in the boilers.

The subject of the causes of internal corrosion of boilers using distilled water, taken in connection with the fact that boilers using lake or river water under similar circumstances are not corroded thereby, has long been discussed by engineers and chemists, and many remedies proposed and tried, both chemical and mechanical, but as yet nothing has been found superior to a very thin covering of saline scale, permitted to adhere to the interior heating-surfaces of the iron when the boilers are new and immediately after the vessel floats into sea-water.

The Bureau has issued instructions for the preservation of boilers, and taken all available precautions in this respect to reduce expenditures for repairs.

Several expedients are now being tested on board different vessels, some one of which it is hoped will prove effectual to remedy this evil.

The new vessels will be supplied with boilers having cylindrical shells, increased thickness of metal, and with comparatively few braces, having no objectionable water-bottoms, and possessing the advantage of accessibility to outside and inside, for cleaning, painting, and preservation.

ENGINEERING WORKS IN THE NAVY-YARDS.

In view of the fact that steam is now an important element of motive-power employed in the vessels of all navies; and that this power will doubtless hereafter be extended and enlarged; and that the construction, repair, and refitting of steam-machinery necessitates buildings for foundries, smitheries, machine, boiler, and pattern shops, supplied with all the appliances, machinery, and tools required for such construction and repair; and in view of the fact that the engine-factories belonging to private parties prepared to execute work of this kind needed by the Department are now but few in number, the complete preparation of the navy-yard engineering works—or steam-factories, as denominated in the British navy—has become an imperative national necessity. The Bureau has, therefore, kept constantly before itself the importance of this subject, and has been vigilant in its efforts to enlarge and improve the resources required; but, owing to very limited appropriations, the progress thus far made has not been to the extent desired.

The Department is now provided with engineering works, quite

extensive and properly equipped as far as completed, at the Boston, Brooklyn, Washington, and Mare Island navy-yards; medium facilities at Norfolk, and very limited ones at Portsmouth, Philadelphia, and Pensacola.

The works at the Mare Island yard, although not properly located, nor of the design of buildings that would now be made, are, as a whole, of considerable importance. They are embraced in three connected buildings, the machine and erecting shops being 400 feet long by 70 feet wide, and two stories high; the foundry 330 feet long by 70 feet wide; and the boiler-shop and smithery are combined in one building of the same length and breadth. The work of equipping these buildings with the necessary machinery, appliances, and tools, is well advanced toward completion. There is yet needed a pattern-shop, better accommodations for stores, and a proper system of rail-tracks, with traveling cars, from the buildings to the wharves, and to and from the several points where weights are to be transported.

The Boston yard contains, within its walls, works properly located, of greater extent and far more complete in equipment than is to be found in any other of our yards. The buildings are grouped together in a quadrangle of sufficient area, and embrace the machine and erecting shops, iron and brass foundries, smithery and forge-shop, and pattern and coppersmith's shop. There is also a rolling-mill in a different locality. Very little is needed to make them complete in all details. The smithery, however, belonging to these works is used to a considerable extent for ship-work under the naval constructor. When the establishment is worked up to its full capacity, all the fires and facilities contained in the smithery will be needed for engineering purposes; besides, two separate departments cannot satisfactorily carry on work on the same floor of one building. It is therefore recommended that provision be made for a ship-smithery elsewhere in the yard.

The works in the Brooklyn yard are laid out on a similar general design, except that a street divides the foundry from the machine-shop. The foundry was completed in 1866, and is 350 feet long by 70 feet wide outside, with a side wing in which are contained the brass-foundry, coppersmith-shop, cupolas, and blowing-engines and boilers. The machine-shop is of nearly the same dimensions on the floor, and three stories high, with an adjoining wing for boilers, engines, and coal. This building is nearly completed, and the greater portion of the machinery, tools, and appliances erected therein. To make these works complete, there is yet to be erected a boiler-shop and smithery. The boiler-work and machine smith-work of this yard is now carried on in buildings that can be appropriated to advantage by the naval constructor, and it is therefore proposed to move out of them as soon as the new buildings are erected. The granite building heretofore used as the machine and pattern shop is being fitted for the accommodation of materials and stores, of which considerable quantities are required to be kept on hand at this station. One of the pressing needs at this yard, not yet provided for, is an extended system of rail-tracks, so that weights can be easily and rapidly moved on steam-cars to or from any desired point. The saving in money by such an arrangement will be great, and the time in executing work considerably lessened.

The Washington yard is provided with works extensive in area, and nearly complete as a whole and in detail of equipments. The same objection, however, as to the smithery applies here as in the Boston yard, it being largely employed in ship-smith work under the supervision of

the naval constructor. A new building for ship-smithery should be provided, and for the same reasons before named.

In the Norfolk yard the works are comprised in several buildings detached from each other. The facilities are sufficient for all purposes of repair, and it is not proposed to make any extensions or alterations unless additions to the yard or extended improvements in it be hereafter decided on.

The Portsmouth (New Hampshire) yard is not provided with what may be properly termed engineering-works. Facilities for the repair and refitting of machinery exist to a limited extent. The machine-shop is contained in an old building erected for a different purpose, and although machinery and tools sufficient for all ordinary purposes of repairs are erected therein, yet the needed appliances for handling weights are sadly deficient; nor can they be properly applied there. A small erecting-shop stands in a different locality, having the same objectionable features. The boiler-shop is in still another place, and the small foundry is located at a removed distance on Seavy's Island.

These faultily constructed and improperly located buildings can never be used to economical advantage, and it is therefore proposed to design a well-matured plan for a group of buildings of moderate or small dimensions, and locate them where all the work required in the engineering department may be executed with rapidity and economy.

All that has been said regarding Portsmouth applies equally to the Philadelphia yard; but here no changes are proposed, as the Department has commenced the preparation of League Island, where it is intended to plant the entire Philadelphia naval station, and where land exists of ample area to lay down works commensurate with the future wants of the Navy.

The subject of improving and increasing our navy-yard engineering-works deserves earnest attention and study; for steam-machinery cannot be constructed without facilities, and such facilities are not improvised or created at short notice.

Great Britain is full of such facilities, embraced in a collection of steam-factories and iron-ship building-yards, in extent and equipment beyond the conceptions of our people, many of which are employed by the admiralty for the construction of their steam-machinery, and all, or as many as needed, can be pressed into service in emergencies. But, great as are the capabilities of these yards, the admiralty systematically improve and extend their own dock-yard steam-factories, and concentration, in this respect, seems to be the policy; for Woolwich and Deptford are abandoned to increase and improve the five remaining yards, while there are being erected at St. Mary's Island, adjoining the Chatham yard, and incorporated into it, new steam-factories, that in magnitude and completeness are to exceed all others of the present day.

ENGINEER FORCE ON SHIPBOARD.

Intimately connected with, and seriously affecting, the interests of the service, though not within the scope of the official action of this Bureau, is a subject to which I earnestly desire to call your attention; that is, the condition of the *personnel* of our ships of war so far as comprised in the engineer force in its subordinate grades. No duties on shipboard require higher efficiency in their line than that performed before the boilers. Consisting, as this force always does, of just sufficient numerical strength to accomplish their duty; left, as the men must necessarily be, in a great measure, to the exercise of their own 'judg

ment, ignorance and unskillfulness may cause great waste, and seriously impair the character of the results obtained from the machinery. Besides, the labor is arduous and requires men of superior physical qualities, hardened by use to the performance of work in a greatly heated atmosphere; habit and experience only can fit men for this. Our present system, based upon the illusion that steaming was to be a rare exception during a ship's cruise, has broken up and dispersed to other employments a body of men from which formerly the service could draw for firemen, and in their stead we get but little else than the most indifferent material; the best of it being such as sheer necessity forces into the service as an asylum to protect them from evil habits. To find an experienced fireman on board one of our ships is now the exception to the rule; to illustrate which assertion I may state that I am informed by one quite capable of judging, that of over forty men that have been serving in the engineer's force on board the Powhatan during her present commission, not more than six of them would have been capable of enlisting under the system in vogue four years ago. Reduced pay, an anomalous position on shipboard requiring the performance of duties foreign to their tastes, habits, and usages, effectually debars the better class of fireman from enlisting for the service; and, save in a few exceptional cases, the engineer's force of our vessels is inadequate to keep their department in a condition of ordinary cleanliness; while from all our ships comes a general complaint of the insufficiency and incompetency of this force; evils made more serious by the frequent calls the men composing it are subjected to for the performance of other duties.

The efforts of the engineering profession are now almost exclusively directed to the reduction of the cost of the production of power; and these exertions are futile, idle, and ridiculous, if the machinery, when completed, be not skillfully manipulated. I therefore most earnestly urge a return to the old system of enlisting firemen, *as such*, with a fixed rate of pay; they to be permanently attached to the engineer department of the ship, under suitable regulations; and also, a sufficient number of selected men to perform the duty of coal-heavers, who shall receive the pay of that grade only when actually engaged about the machinery, as I firmly believe that true economy and efficiency cannot otherwise be attained.

Analogous to this, and as important in their effects upon the interests of the service, are the results that have followed the substitution of enlisted men for assistant engineers, having charge of watches on shipboard while the engines are in operation. The nature of this duty is such as to require a considerable amount of intelligence, integrity, and self-respect, combined with sufficient mechanical skill, and experience to perform the manual operations needed. That these qualities should be obtainable at the present rate of pay is impossible, while the demand for them is so extensive in other better paid and more congenial pursuits; nor is it probable that an increased rate of pay would secure a sufficient number of men possessing these qualifications, unless some superior inducements in the way of higher ratings and privileges of messing are afforded. In their present positions, these men but feebly supply the places of those who previously performed these duties; nor can it be otherwise, until they are raised above the level of the men over whom they are expected to exercise authority and control. That contempt which is bred of familiarity is unavoidable between men who eat off the same mess-cloth and associate when off duty on terms of perfect equality; for the changed condition of being on duty will not so alter their personal feeling toward each other as to insure prompt

and respectful acquiescence from one to the orders and authority of the other.

I therefore respectfully recommend, if this system of the employment of enlisted men to take charge of the engine-room watches of our ships is to continue, that the pay be increased, a rating equal to the highest petty officers be given them, with a uniform to indicate it, and special privileges for messing; also, that they be known by some such title as exists in the English navy, (engine-artificer or machinist,) instead of machinist, boiler-maker, and coppersmith.

MACHINERY REPAIRED, UNDER REPAIRS, AND TO BE REPAIRED.

Since my last annual report, repairs have been completed to the machinery of the second-rate vessels Worcester, Hartford, Richmond, and Lackawanna; third-rates Tuscarora and Iroquois; fourth-rates Frolic and Sangus, (iron-clad;) and the new machinery placed on board the Omaha, second-rate, has been completed. Besides these, repairs have been made to the machinery of the tugs at the several navy-yards, costing in the aggregate nearly \$65,000.

The machinery of the following-named vessels is under repair: Benicia and Monongahela, second-rates; Juniata and Kearsarge, third-rates; and Gettysburg and iron-clads Ajax, Manhattan, Mahopac, and Wyandotte, fourth-rates.

The machinery of the following-named vessels is to be repaired: Alaska, Brooklyn, and Plymouth, second-rates; Ossipee, third-rate, and iron-clad Canonicus, fourth-rate.

The following-named vessels are to have new boilers, and general repairs to machinery, before being sent to sea: Franklin, first-rate; iron-clad Dictator, second-rate; and iron-clads Catskill, Jason, Lehigh, Mountank, Nahant, Nantucket, and Passaic, fourth-rates.

New boilers have been placed in the Minnesota, first-rate, and repairs to the machinery partially completed, but as the vessel was not needed, work on it was suspended, that the limited funds of the Bureau might be used for pressing necessities.

The machinery of the Niagara and Dacotah having been condemned by boards of officers appointed to examine the same, some parts of the engines and appendages have been melted up, and other parts are being used in repairs to machinery of other vessels, wherever they can be worked in to advantage.

The estimates for the year will be found in the accompanying papers.

Very respectfully, your obedient servant,

J. W. KING,
Chief of Bureau.

Hon. GEO. M. ROBESON,
Secretary of the Navy.

SCIENTIFIC EXPERIMENTS ON STEAM-BOILERS.

NEW YORK, *December 12, 1871.*

SIR: Agreeably to your orders of the 18th ultimo, appointing the undersigned a board to witness, report upon, and give all necessary information relating to the experiments being made at Sandy Hook, New York, by Mr. Francis B. Stevens, of Hoboken, New Jersey, on steam-boiler explosions, we have the honor to submit a description of them as

far as they have progressed, accompanied by our observations on their results.

The experiments referred to were devised by Mr. Stevens, in pursuance of the following resolutions, passed on the 11th of September last, by the executive committee of the United Railroad Companies of New Jersey, namely:

That in order to attain greater safety in the steam-boilers belonging to the United Companies, Mr. F. B. Stevens be authorized to continue the experiments on the strength and proper management of such boilers; and for this purpose to expend not exceeding ten thousand dollars, the vouchers for which to take the ordinary course.

That other owners of steam-boilers are hereby invited to contribute to the experiments to be made by Mr. Stevens; and that the wharf, shops, derrick, and tools belonging to the United Companies at Hoboken may be used for this purpose, at cost prices, and a copy of the charges given by the auditor to the contributors.

That Mr. Stevens be advised to invite the United States inspectors and other prominent engineers to be present at the experiments.

On the 20th of September last Mr. Stevens received permission from the Secretary of War, at the instance of the President, to make the experiments on the Government reservation at Sandy Hook; and to that place he transported the experimental boilers, with the necessary instruments, material, and shed accommodation.

The boilers to be experimented with were nine in number; they were conveniently arranged on a well-chosen piece of ground inclosed by a high board fence, and were provided with the requisite pressure and water gauges. The former were expressly manufactured for the occasion, and had been carefully tested. Five pressure-gauges were placed near each boiler tried, under the protection of a bomb-proof; and two tested, one to a pressure of 100 pounds per square inch, and the other to a pressure of 500 pounds per square inch, were placed side by side, at a safe distance from the boilers, (about 250 feet on the first day, and 450 feet on the second day of the experiments,) with which they communicated by a pipe of suitable length; while in this position, their indications were compared with those of the tested pressure-gauges at the boilers, and found to agree. All of Mr. Stevens's arrangements were judiciously made, and nothing was wanting to their accuracy and completeness.

Experiments of the 22d of November, 1871.

On the 22d ultimo, in accordance with a notification from Mr. Stevens, we proceeded to Sandy Hook, and witnessed the first experiments in company with the following gentlemen, who are largely interested, practically and scientifically, in the design, construction, and use of steam-boilers: Joseph Belknap, inspector-general of boilers; H. Birdsall, inspector of boilers; R. B. Davenport, reporter for the New York Herald; J. B. Collin, mechanical engineer of the Pennsylvania Central Railroad; Coleman Sellers, president of the Franklin Institute, Philadelphia; Dr. Wm. H. Wahl, jr., secretary of the Franklin Institute, Philadelphia; Professor Jacob Naylor, of Philadelphia; Wm. N. Henderson, of Philadelphia, mechanical engineer; E. H. Shallcross, of the select council of Philadelphia; Wm. Fisher Mitchell, of Philadelphia; Thomas J. Lovegrove, of Philadelphia; R. H. Thurston, professor mechanical engineering, Stevens's Institute, Hoboken; A. Fletcher, W. Fletcher, builders of steam-engines and boilers at New York; C. H. Haswell, examiner of steam-machinery for the New York insurance companies; Norman Wiard, John McCurdy, James Miller, Messrs. Phinney and Hoffman, David Saunders, of the firm of J. Nason & Co., New York; Erastus W. Smith, mechanical engineer; W. E. Worthen, mechanical engineer; Robert Allen, Ralph Walker, G. H. Clemens, John Stuart,

C. M. Bolen, T. S. Crane, John Dunham, Andrew Fife, John Fish, John McGowan.

The first experiment was made on a boiler built by Fletcher, Harrison & Co., in 1858, and taken out of the steamboat Joseph Belknap, in July last, after having been thirteen years in use. It is of the ordinary upper-return flue type, with a rectangular front 7 feet 8 inches long, 6 feet 6 inches wide, and 6 feet 11 inches high, containing two furnaces, each of which was 2 feet 9 inches wide and 7 feet long; the top of this front is semicircular and single-riveted. The remainder of the shell is a cylinder of 6 feet 6 inches diameter and 20 feet 4 inches length, unbraced, single-riveted, and with a flat end. The total length of the boiler is 28 feet. The iron of which the shell is composed is a large $\frac{1}{4}$ inch thick, and all the flat surfaces are braced every 7 inches. The top of the furnaces is flat and braced to the semicircular top of the shell immediately over it; and from this semicircular top there rises the usual cylindrical "steam-chimney" or annular steam-drum surrounding the lower portion of the chimney and braced to it. The steam-chimney is 4 feet in external diameter, 2 feet 8 inches in internal diameter, and 10 feet 5 inches in height above the shell. The lower flues are ten in number and 15 feet 9 inches long; two of them are 16 inches in inner diameter, and the remainder are 9 inches in inner diameter. The upper flues are twelve in number, 22 feet long, and 8 $\frac{1}{2}$ inches in inner diameter. The least water-space between the flues is 2 $\frac{1}{2}$ inches in the clear. All the flat water-spaces of the boiler are 4 inches wide, including thicknesses of metal. The grate-surface is 38 $\frac{1}{2}$ square feet. The water-heating surface in the furnaces is 80.09 square feet; in the combustion-chambers, 31.84 square feet; in the lower flues, 428.70 square feet; in the back connection, 76.92 square feet; in the upper flues, 587.48 square feet; and in the front connection, 57.98 square feet; making a total water-heating surface in the boiler of 1,263 square feet. The steam superheating surface in the steam-chimney is 84 square feet.

The boiler on the 2d of September last was subjected, at Hoboken, to a hydrostatic pressure of 112 pounds per square inch, which broke a few of the braces without altering the form of the semicircular top of the rectangular front. After being repaired, it was again subjected, at Sandy Hook, on the 4th of November last, to a hydrostatic test of 82 pounds per square inch, without the rupture of any part; and on the following 15th of November, it was subjected to a steam-pressure of 60 pounds per square inch, without fracture.

In the experiment of the 22d of November, which we witnessed, the fuel used was wood, and it was intended to burst the boiler by steam-pressure under the condition of 12 inches of water above the top of the flues, but it was found that the pressure could not be raised above 93 pounds per square inch, owing to the excessive leakage of steam from the seam joining the steam-chimney to the boiler-shell. At the above pressure no fracture occurred, but the form of the semicircular top of the rectangular front underwent a change. The experiment was only of value in showing the strength of the boiler of this type and construction after thirteen years' service in a vessel.

The next experiment was made on a rectangular box, built to represent the flat water-space or water-leg of the Westfield's boiler, recently exploded at New York on board that vessel, with great destruction of property and life.

This box was 6 feet long, 4 feet high, and 4 inches wide, over all. The side-plates were of the best flange fire-box iron $\frac{1}{8}$ of an inch thick, manufactured by the "Abbot Iron Company." The plates were held

together by a single row of rivets at their edges, passing through a frame made of wrought-iron bars, mitered at their ends, and having the same outside dimensions as the box. These bars were $3\frac{3}{4}$ inches wide, 2 inches deep, and perforated at the center line by the holes for the rivets. The side-plates were braced together every $8\frac{3}{4}$ inches one way and $6\frac{1}{2}$ inches the other way of their surface, by bolts of $1\frac{1}{4}$ inch diameter, with threads cut upon each end and screwed into corresponding threads cut in the plates over which both ends of the bolts were slightly—and but very slightly—riveted. The box was placed on one edge upon an 8 inches thick brick wall, and was inclosed with side-walls of brick masonry, with the exception of a strip 15 inches deep at the top and 12 inches wide at one side, which protruded into the air and to which the gauges were attached. The inclosed portion of the box was heated by two small furnaces without intercommunication, the fire-grates of each being 27 inches long and 14 inches wide. The fuel was wood, and the products of combustion were discharged through two sheet-iron pipes. The surface of the box exposed to the fire was $19\frac{1}{2}$ square feet, and was all water-heating surface, as the box was filled with water to within 9 inches of its top. Of the total interior height of the boiler, therefore, 37 inches were occupied by water and 7 inches by steam.

The fires being brought to steady action, and the steam raised to the atmospheric pressure, the opening for the escape of the latter was closed and the pressure rose as follows, for the corresponding times, namely :

TIME, P. M.		Steam-pressure in pounds per square inch above the atmosphere.	TIME, P. M.		Steam-pressure in pounds per square inch above the atmosphere.
A.	M.		A.	M.	
3	18	0	3	36	51
3	20	4	3	37	54
3	21	5	3	38	58
3	22	7	3	39	65
3	23	9	3	40	72
3	24	11	3	41	78
3	25	13	3	42	86
3	26	15	3	43	94
3	27	18	3	44	100
3	28	20	3	45	110
3	29	23	3	46	117
3	30	27	3	47	126
3	31	30	3	48	135
3	32	34	3	49	147
3	33	38	3	50	160
3	34	44	3	51	165
3	35	49			

When the pressure reached 165 pounds to the square inch, the box exploded with a loud report, completely demolishing the brick-work by which it was inclosed. The two sides were hurled in exactly opposite directions and to about equal distances at right angles to their surfaces. The fracture had occurred in one plate only, and was along the whole riveted seam joining it to the frame. For a large part of the length of the seam, this plate was torn out between the rivets, and for the remaining part of the rivets were sheared. The other plate was not fractured, nor were the bars of the frame broken; the plate and the frame remained riveted together, but not uninjured, all the bars of the latter being bent considerably inward, forming an irregular curve of from four to six inches versed-sine. Both plates were bulged out irregularly so as to be about nine inches disking, and the bulging took place near the bars. Not one of the bolts was broken, and neither the threads upon their ends, nor the threads in the plate, were stripped or injured, but the slight riveting over of the ends of the bolts was broken off in all of them.

The fact that the plates did not rupture at the center, under their great amount of bulging, (and only one of them tearing off at the line of rivets along its edge,) shows the excellence of the metal which endured this great, almost instantaneous, and permanent stretching without fracture; and to this same extensive stretching must be attributed the escape of the screw-threads on the ends of the bolts, and in the plates, from injury. The plate, by stretching, simply enlarged the diameter of the hole in which the threads were cut, until the bolt, thus left free, slipped through without injury to its threads, only breaking off the slight riveting over its ends. Had these bolts been secured by nuts on the outside of the plates, the box would have borne an enormously greater pressure than that which exploded it. Between the bolts there was a small permanent stretching of the plates, giving each space between the bolts a slightly dishing or bulged form, in addition to the general bulging of the plates, thus forming a system of secondary bulges as it were; and around every bolt both plates were strongly marked by a congeries of circular crispations.

The conclusions from this experiment are: That a gradually accumulating steam-pressure in a boiler can produce a true explosion, violently hurling its fragments, with a loud report, to a considerable distance, even though 84 per centum of its capacity be filled with water; and that screw-bolts should not be used in boiler-construction without nuts, or having, as an equivalent, a large portion of their ends formed into massive rivet-heads; because the stretch of the plates is sufficiently great, under a much less pressure than will fracture the bolts or strip their threads, to allow the latter to slip through uninjured.

Previous to this experiment, the box had been subjected, at Sandy Hook, to a hydrostatic pressure of 138 pounds per square inch, and to a steam-pressure of 102 pounds per square inch, without fracture.

Experiment of the 23d November, 1871.

On the 23d ultimo, a last experiment was made by exploding a boiler in the presence of the undersigned and the following gentlemen, namely: Captain W. W. Woolsey, superintendent of the Jersey City Ferry; William and Andrew Fletcher, of the firm of Fletcher, Harrison & Co., engine and boiler makers; Anning Smith, superintendent of the North Shore Ferry Company; J. B. Colliu, mechanical engineer of Pennsylvania Central Railroad; William A. Dripps; Thomas Lingle and Wm. Brown, of the Camden and Amboy Railroad.

The boiler that was exploded during this experiment was built by T. F. Secor in 1845, and taken out of the steamboat Bordentown in August last, after having been 25 years in use. When taken out, the inspector's certificate allowed it to be worked with a pressure of 30 pounds per square inch. It was a horizontal fire-tube boiler, with the tubes returned immediately above the furnace and combustion-chamber.

It had but one furnace, and that was 11 feet 5 inches in width, with grate-bars 7 feet in length. The top of the furnace and the top of the combustion-chamber were flat, and braced to the flat top of the shell above them by rectangular braces 2 inches by $\frac{1}{2}$ inch in cross-section, placed 17 inches apart crosswise the boiler, and 12 inches apart lengthwise the boiler, each brace holding a flat surface of 204 square inches, to which it was attached by crow-feet so arranged that the flat surface between the sustaining rivets was 12 inches square. The flat water-spaces were braced at intervals of 8 inches in one direction and 12 inches in the other, by 1 inch diameter screw-bolts, each of which held a flat

surface of 96 square inches. The iron plates of the boiler were a large $\frac{3}{4}$ inch thick.

The tubes were of iron, and 384 in number, arranged in 8 rows vertically and 48 rows horizontally. Each tube was 2 inches in outside diameter and 12 feet in extreme length. The total length occupied by the tubes from the lower side of the lower tube to the upper side of the upper tube, was 22 inches. The tubes were divided into sixteen groups, and the groups were separated by water-spaces, $2\frac{1}{4}$ inches wide in the clear vertically, and $1\frac{1}{2}$ inches wide in the clear horizontally. From the lower side of the lower row of tubes to the top of the furnace and combustion-chamber was a space 6 inches in width for water circulation. The bridge-wall and the bottom of the combustion-chamber were of brick. The furnace had no water-bottom, but its side-legs of $4\frac{1}{2}$ inches width rested in a pan which covered the entire area beneath the furnace.

The shell of the boiler was rectangular, with the exception that the vertical sides were joined to the flat top by quadrantal arcs of 37 inches radius. All the seams were single-riveted.

Upon the center of the top of the boiler was a cylindrical steam-drum of 6 feet diameter and 8 feet 8 inches height.

The flat water-space at the front of the furnace was $4\frac{1}{2}$ inches wide, and that at the back end of the boiler was 5 inches wide, including thickness of metal.

The width of the boiler was 12 feet 2 inches, its length was 15 feet 5 inches, and its height, exclusive of the steam-drum, was 8 feet 6 inches.

The shell was braced very unequally. Each upper horizontal brace, $1\frac{1}{2}$ inches large in diameter, sustained the pressure upon a surface 28 by 12 inches, or 336 square inches; and each rectangular vertical brace adjacent the sides, 2 inches by $\frac{1}{2}$ inch in cross-section, sustained the pressure upon a surface 19 by 12 inches, or 228 square inches; these were the weakest places.

The following were the grate and water heating surfaces of the boiler.

Grate-surface.....	79 $\frac{1}{2}$ square feet.
Heating-surface in furnace.....	180 square feet.
Heating-surface in combustion-chamber and back connection.....	103 square feet.
Heating surface in tubes.....	2,171 square feet.
Heating-surface in uptake.....	64 square feet.
Total heating-surface.....	2,518 square feet.

On the 2d of September last this boiler was subjected to a hydrostatic pressure of 60 pounds per square inch, when 12 crow-feet gave way. After being repaired it was again subjected, on the 4th of November last, when erected at Sandy Hook, to a hydrostatic pressure of 59 pounds per square inch, which it bore without fracture; and on the 16th of November last it was subjected to a steam-pressure of 45 pounds per square inch, which it also sustained without fracture.

The fuel used in the experiment was wood, and the water-level in the boiler was 15 inches above the highest point of the tubes. When the fire had been brought to steady action, the pressure of the steam gradually increased at the following rate, commencing with the pressure of 29 $\frac{1}{2}$ pounds per square inch.

TIME, P. M.		Steam-pressure in pounds per square inch above the atmosphere.
A.	M.	
12	21	29 $\frac{1}{2}$
12	23	33 $\frac{1}{2}$
12	25	37 $\frac{1}{2}$
12	27	41
12	29	44 $\frac{1}{2}$

TIME, P. M.		Steam-pressure in pounds per square inch above the atmosphere.
A.	M.	
12	30	46 $\frac{1}{2}$
12	31	48 $\frac{1}{2}$
12	32	50
12	33	52
12	34	53 $\frac{1}{2}$

At the pressure of 50 pounds per square inch, some of the braces in the boiler gave way with a loud report, and when the pressure of 53½ pounds was reached the boiler exploded with terrific violence. The steam-drum and a portion of the shell attached to it, forming a mass of about three tons weight, were hurled to a great height in the air, and fell to the earth at about 450 feet from the original position of the boiler, crushing several trees in their fall. Two other large fragments fell at less distances, while smaller ones were thrown much farther. Almost the whole of the boiler was literally torn into shreds which were scattered far and wide, the only portion remaining where the boiler had been being the tubes. These, though considerably distorted, were otherwise uninjured. Both tube-plates had been blown from the tubes in opposite directions, and at the same moment, for nearly all the tubes were found lying in a heap on the ground immediately beneath the place they had occupied in the boiler, the riveting of their ends over the plates having been simultaneously stripped. The top of the furnace and the top of the combustion-chamber, which, in the boiler, were immediately beneath the tubes, had entirely disappeared into *débris*, as had also the sides and ends of the shell. The boiler seems to have first yielded by the fracture of the upper row of horizontal braces. The loud report heard when the pressure attained 50 pounds per square inch was probably caused by their breaking. The larger masses were all thrown in one direction—at right angles to the side of the boiler; but the smaller fragments were projected radially in all directions, as from a center. Two heavy bomb-proofs, constructed of large timbers and sand for the protection of the other boilers, were dislodged and a part of the fence of the inclosure was destroyed by the impact of the flying fragments. The crow-feet, in most cases, remained firmly attached to the shell, and the braces had parted—probably in the welds—leaving the ends still secured to the crow-feet. The screw-bolts which braced the flat water-spaces had slipped from their fastenings in the plate without injury to the screw-threads either upon them or in the plate. The latter was permanently bulged or dished between the bolts, and this stretching of the metal had, by its enlargement of the holes, allowed the screw ends of the bolts to draw out without injury to the threads, either on the bolts or in the plates.

The ground beneath, and for a considerable distance around where the boiler stood, was saturated with the water of the boiler, in fact made into mud, and the adjacent grass and small shrubbery were so drenched that an ordinary boot was wet through by walking among them. At seven minutes before the explosion took place, the water-gauge on the boiler was examined and found to indicate the water-level 15 inches above the top of the tubes.

The conclusions to be drawn from this experiment are the following :

1. An old boiler, containing a large mass of water above the highest point of its heating-surface, can be exploded with such complete destruction as to reduce it into mere *débris*, and hurl the fragments in all directions with a force that no ordinary construction of building or vessel could withstand.

2. That the pressure required for so devastating an explosion is the very moderate one of 53½ pounds per square inch.

3. That with only a wood-fire, generating a far less quantity of heat in equal time than a coal-fire, there were required only thirteen minutes to raise the pressure from the inspector's working allowance of 30 pounds per square inch, the exploding pressure of 53½ pounds per square inch, showing that a few minutes' absence or neglect of the engineer,

coupled with an overloaded or inoperative safety-valve, are all that are needed to produce the most destructive steam-boiler explosion, even with an old and unequally braced boiler, in which it might be supposed a rupture of the weakest part would precede other fracture, and allow the escape of the pressure without doing further injury.

4. That in accounting for either the fact of an explosion, or for its destructive effects, there is no necessity for hypotheses of low water, enormous pressures, instantaneous generations of immense quantities of steam, superheated steam, the formation of hypothetical gases, development of electricity, &c. The most frightful catastrophe can be produced by simply gradually accumulating the pressure of saturated steam to a strain at which the strength of the boiler yields, nor need that pressure be much above what is ordinarily employed with boilers of this type.

5. That there is no flashing of the boiler-water into steam at the moment of an explosion. On the contrary, with the exception of the small portion of this water vaporized (after the reduction of the pressure owing to the rupture of the boiler) by the contained heat in it between that due to the temperature of the steams of the exploding pressure and of the atmospheric pressure, it remains unchanged, and is thrown around, drenching the objects near it, and scalding whoever it falls upon.

6. The weakest portion of the boiler-braces was in their welds.

7. The equal stretching in all directions of the boiler-plates between the screw-bolts, due to their bulging under the pressure, was sufficient to permit the slipping out of the bolts without injury to the screw-threads either upon them or in the plates.

8. That this experiment has conclusively disposed of several theories of steam-boiler explosion, replacing vague conjecture and crude hypothesis with exact experimental facts, and, by thus narrowing the field for the search of truth, has made the discovery more probable.

All of which, together with drawings of the boilers experimented with, are respectfully submitted by, sir, your obedient servants,

B. F. ISHERWOOD,
E. S. DE LUCE,
SIDNEY ALBERT,

Chief Engineers United States Navy.

Hon. GEORGE M. ROBESON,
Secretary of the Navy.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1874,
by the Bureau of Steam Engineering.*

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
SALARIES.		
Clerk, per act of July 5, 1862, (12 Stat. at L., p. 511, sec. 3)	\$1,800 00	.....
Draughtsman, per act of July 5, 1862, (12 Stat. at L., p. 511, sec. 3,) and March 1187, (14 Stat. at L., p. 450, sec. 1.)	1,800 00	.....
Clerk of class two, per act of March 2, 1867, (14 Stat. at L., p. 450, sec. 1.)	1,400 00	.....
Assistant draughtsman, per act of July 5, 1862, (12 Stat. at L., p. 511, sec. 1.)	1,200 00	.....
Messenger, per act of July 5, 1862, (12 Stat. at L., p. 511, sec. 3,) and July 12, 1870, (16 Stat. at L., p. 250, sec. 3.)	840 00	.....
Laborer, per act of July 5, 1862, (12 Stat. at L., p. 511, sec. 3,) July 12, 1870, (16 Stat. at L., p. 250, sec. 3.)	720 00	.....
	<u>7,760 00</u>	<u>\$7,760 00</u>
CONTINGENT EXPENSES.		
Stationery and miscellaneous items, (appropriated)	800 00	800 00
PUBLIC PRINTING AND BINDING.		
For printing and binding, to be executed under the direction of the Congressional Printer, per act of March 8, 1872, (17 Stat. at L., p. 82, sec. 3.)	3,000 00	.....
STEAM MACHINERY.		
Repairs and preservation of machinery, boilers, &c., in all naval steam vessels, (appropriated.)	1,100,000 00	.....
Fitting, repairs, and preservation of machinery and tools in the navy-yards, (appropriated.)	50,000 00	.....
Labor in navy-yards and stations, attending all the steam-engines and boilers, transportation, and incidental expenses, (appropriated.)	100,000 00	.....
Purchase and preservation of oils, coals, iron, and all material and stores, (appropriated.)	400,000 00	.....
Completing five pairs of compound engines and accompanying boilers for the third-rate vessels, Marion, Vandalia, Swatara, Quinnebaug, and Gascon, and others, (submitted.)	750,000 00	.....
	<u>2,400,000 00</u>	<u>1,650,000 00</u>
CIVIL ESTABLISHMENT.		
At the navy-yard, Portsmouth, New Hampshire: Draughtsman, at \$1,600, clerk to chief engineer and store-clerk, at \$1,400 each, and time-clerk, at \$1,200; in all, (appropriated)	5,600 00	.....
At the navy-yard, Charlestown, Massachusetts: Draughtsman at \$1,600, clerk to chief engineer and store-clerk, at \$1,400 each, and time-clerk, at \$1,200; in all, (appropriated)	5,600 00	.....
At the navy-yard, Brooklyn, New York: Draughtsman, at \$1,600, clerk to chief engineer and store-clerk, at \$1,400 each, and time-clerk, at \$1,200; in all, (appropriated)	5,600 00	.....
At the navy-yard, Philadelphia, Pennsylvania: Draughtsman, at \$1,600, clerk to chief engineer and store-clerk, at \$1,400 each, and time-clerk, at \$1,200; in all, (appropriated)	5,600 00	.....
At the navy-yard, Washington, District of Columbia: Draughtsman, at \$1,600, clerk to chief engineer and store-clerk, at \$1,400 each, and time-clerk, at \$1,200; in all, (appropriated)	5,600 00	.....
At the navy-yard, Norfolk, Virginia: Draughtsman, at \$1,600, clerk to chief engineer and store-clerk, at \$1,400 each, and time clerk, at \$1,200; in all, (appropriated)	5,600 00	.....
At the navy yard, Pensacola, Florida: Clerk of store-house, at \$1,200, (appropriated)	1,200 00	.....
At the navy yard, Mare Island, California: Draughtsman, at \$1,600, clerk to chief engineer and store-clerk, at \$1,400 each, and time-clerk, at \$1,200; in all, (appropriated)	5,600 00	.....
	<u>40,400 00</u>	<u>40,400 00</u>

No. 9.

BUREAU OF CONSTRUCTION AND REPAIR.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
November 4, 1872.

SIR: I have the honor, in compliance with your instructions, of submitting the inclosed estimates for appropriations for the fiscal year ending the 30th day of June, 1874, so far as appertain to this Bureau.

Tables marked A and B are estimates for the pay of employes attached to this Bureau, and for pay of employes at the different navy-yards and stations, as required by law, with a recommendation for a slight increase in some, and a reduction in others, which would, if approved, equalize the pay of employes coming under the cognizance of this Bureau with those employed upon similar duty under other Bureaus.

Table C exhibits the estimated amount required for the preservation of vessels on the stocks and in ordinary, purchase of materials, stores of all kinds, and tools, labor in navy-yards and on foreign stations, preservation of materials, wear, tear, and repair of vessels afloat, and general maintenance of the Navy, incidental expenses, advertising, and foreign postages.

Table D is an estimate for the pay of agents, sub-agents, &c., employed on the reserve timber-lands in the South, in the preservation of live-oak timber. This subject was formerly under the cognizance of the Bureau of Yards and Docks, but has recently been transferred to this Bureau.

There is, also, accompanying this report, a list of vessels which have undergone repairs during the past fiscal year, several of which have been much improved, and, when completed, will be valuable cruising-vessels. Those appearing twice upon the list have had repairs made upon them at different navy-yards. The iron-clads have had iron decks substituted for wood, and will be, when finished, in good, serviceable condition for a long time.

Your attention is again respectfully and earnestly called to the importance of building more vessels-of-war of medium size, that the proper number of vessels may be kept in our squadrons on foreign stations. New and improved vessels are required to take the places of those worn out. The protection of our commerce, of our citizens abroad, and the maintenance of friendly relations with other nations requires an increase of our Navy.

As it is not supposed that our Navy will, in future, engage a foreign foe in line of battle, it will not be to the interest of our Government to follow too closely the policy of other nations in building a large and costly iron-clad squadron; neither is it advisable to copy the form of un-armored vessels already built, (without a knowledge of their superior qualities,) nor the proffered ideas of persons of doubtful authority in naval architecture, who, without practical experience, are ever anxious to have the honor of designing a vessel, as other nations have had expensive and mortifying experience of such results; but we should, with well-established general principles, and with the assistance of theoretical and practical knowledge, advance with a new type of vessel.

The all-important points of speed under steam, handiness, heavy and effective battery, and steady platform, must be kept in view as indispensable qualities required in a good fighting ship.

The geographical position of the United States is such that a large and powerful iron-clad navy is not required for a bulwark of defense,

and the abundance of her internal resources enables her, in time of war, to live within her own means and without foreign products; consequently will not be so much affected by cutting off her commerce. But our commerce requires protection in time of peace, and also our citizens abroad, which can only be done by our Navy.

While England is spending enormous sums of money in building costly iron-armored vessels, for the purpose of "maintaining the supremacy of the seas," we have not so much as collected the materials for the building of one for a number of years; and, until circumstances require it, we can allow other nations to experiment extensively in the building of that class of vessels, and by a thorough investigation of the subject of armored vessels *versus* ordnance, determine which has the advantage, and whether armored vessels shall be built in future.

The discussion of the subject by learned and scientific gentlemen, thus far, has been of great interest to commercial nations, armor-plating, as yet, having the advantage.

It cannot be supposed that our country has lost much in the delay of building iron-clads, let the matter be decided either way; but the loss is to those having the old type of armored vessels on hand, which cannot be so changed as to withstand the effects of a modern battery.

Another very important implement of naval warfare is attracting the attention of naval architects and scientific gentlemen of high authority of all nations, viz, the subaqueous torpedo.

Experiments recently made seem to warrant the belief that the torpedo is to become a terrible engine of naval warfare in the future; and much thought has been given to the subject of protection, or means for warding off this powerful and destructive shell, as it is very certain that with the facilities now at command, a torpedo can be placed under any vessel whose speed is less than the one making the attack, and exploded. The inventive genius of our mechanics having so far progressed as to have obtained power over the propulsion, the helm, and the explosion of the torpedo, and this can be done at little risk from the guns of the enemy. When this fact becomes well known, the question of building iron-clad cruising-vessels will be solved.

But whether the torpedo is or is not a successful agent of war does not affect the all-important subject to us of building cruising-vessels, which are so much needed for the Navy of this country.

From official reports England has now under construction twenty-two vessels of war, three of which are only iron-armored, and nineteen unarmored; her policy being to add about twenty thousand tons to her navy of new vessels every year.

The class of vessels wanted most of all in our Navy are those of medium size, with full steam-power, eight to twelve guns of large caliber, and with all the modern improvements. The steam-power should be sufficient for a speed of thirteen to fifteen knots in favorable circumstances, compromising, if necessary, full sail-power, and other points of minor consequence, for the required speed. Speed under steam—for that would be the only power used in fighting a powerful battery—and handiness, are the important fighting properties of a war-vessel, and which must be first considered, and then, other points combining, a good man-of-war will be produced.

Very respectfully, your obedient servant,

I. HANSCOM,
Chief of Bureau.

Hon. GEO. M. ROBESON,
Secretary of the Navy.

List of vessels repaired during the fiscal year ended June 30, 1872.

Marion.	Swatara.	Macedonian.
Monongahela.	Ajax.	Mahopac.
Nantasket.	Canonicus.	Marion.
Tuscarora.	Constitution.	New Hampshire.
Alaska.	Glance.	Powhatan.
Cohasset.	Omaha.	Saratoga.
Franklin.	Pilgrim.	Savannah.
Iowa.	Pinta.	Snowdrop.
Juniata.	Potomac.	Staudish.
Leyden.	Powhatan.	Swatara.
Miantonomah.	Quinnebaug.	Worcester.
Niagara.	Richmond.	Wyoming.
Ohio.	Constellation.	Yantic.
Oregon.	Fortune.	Camanche.
Pennsylvania.	Frolic.	Dacotah.
Sabine.	Gettysburg.	Independence.
Severn.	Mayflower.	Jamestown.
Shawnee.	Mahopac.	Kearsarge.
Vandalia.	Mercury.	Lackawanna.
Wassuc.	Phlox.	Monadnock.
Wabash.	Relief.	Mohican.
Worcester.	Rescue.	Monterey.
Wyoming.	Tallapoosa.	Nyack.
Canandaigua.	Triana.	Saranac.
Congress.	Canonicus.	Vanderbilt.
Hartford.	Congress.	Nipic.
Iroquois.	Constellation.	Pawnee.
Kansas.	Dale.	Rose.
Portsmouth.	Galena.	Severn.
Supply.	Jean Sands.	Shawmpt.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1874, by the Bureau of Construction and Repair.

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
A.		
SALARIES.		
Chief clerk, per act of July 5, 1862, (12 Stat. at L., p. 511, sec. 3).....	\$1,800 00	.....
Draftsman, per act of March 2, 1867, (14 Stat. at L., p. 450, sec. 1).....	1,800 00	.....
One clerk of class four, per act of July 23, 1866, (14 Stat. at L., p. 207, sec. 8) ..	1,800 00	.....
Two clerks of class three, per act of July 23, 1866, (14 Stat. at L., p. 207, sec. 8)	3,200 00	.....
Two clerks of class two, per act of July 23, 1866, (14 Stat. at L., p. 207, sec. 8) ..	2,800 00	.....
One messenger, per acts of July 5, 1862, (12 Stat. at L., p. 511, sec. 3.) and March 3, 1869, (15 Stat. at L., p. 287, sec. 1.)	840 00	.....
One laborer, per acts of July 5, 1862, (12 Stat. at L., p. 511, sec. 3.) and March 3, 1869, (15 Stat. at L., p. 287, sec. 1.)	720 00	.....
	12,960 00	\$12,960 00
CONTINGENT.		
Stationery and miscellaneous items, appropriated, (16 Stat. at L., p. 493, sec. 1)	800 00	800 00
PRINTING AND BINDING.		
Printing and binding, to be executed under the direction of the Congressional Printer, (submitted.)	10,000 00	.....

Estimate of appropriations required by the Bureau of Construction and Repair, &c.—Continued.

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
<p align="center">B. CIVIL ESTABLISHMENT.</p>		
At the navy-yard, Kittery:		
Caret of store-houses, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 9)	\$1,500 00	
Caret to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 9.)	1,400 00	
Time-clerk, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 9.)	1,400 00	
Draughtsman to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 9.)	1,400 00	
Inspector of timber, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 9)	1,400 00	
Superintendent of floating-dock, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 9.)	1,400 00	
Increase of salary of draughtsman, (submitted).....	200 00	
	8,700 00	
Retention of salary of clerk of store-houses, (submitted).....	100 00	
	8,600 00	\$8,500 00
At the navy-yard, Charlestown:		
Caret of store-houses, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 10.)	1,200 00	
Caret to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 10.)	1,500 00	
Time-clerk, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 10.)	1,500 00	
Draughtsman to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 10.)	1,400 00	
Inspector of timber, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 10)	1,500 00	
Increase of salary of clerk of store-houses, (submitted).....	300 00	
Increase of salary of draughtsman, (submitted).....	200 00	
	7,600 00	7,100 00
At the navy-yard, Brooklyn:		
Caret of store-houses, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 11.)	1,200 00	
Caret to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 11.)	1,500 00	
Time-clerk, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 11.)	1,500 00	
Draughtsman to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 11.)	1,400 00	
Inspector of timber, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 11)	1,500 00	
Increase of salary of clerk of store-houses, (submitted).....	300 00	
Increase of salary of draughtsman, (submitted).....	200 00	
	7,600 00	7,100 00
At the navy-yard, Philadelphia:		
Caret of store-houses, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 12.)	1,200 00	
Caret to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 12.)	1,400 00	
Time-clerk, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 12.)	1,400 00	
Draughtsman to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 12.)	1,400 00	
Inspector of timber, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 12)	1,400 00	
Superintendent of floating-dock, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 12.)	1,400 00	
Increase of salary of draughtsman, (submitted).....	200 00	
Increase of salary of clerk of store-houses, (submitted).....	200 00	
	\$8,600 00	\$8,700 00
At the navy-yard, Washington:		
Caret of store-houses, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 1.)	1,200 00	
Caret to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 1.)	1,200 00	
Time-clerk, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 1.)	1,200 00	
Draughtsman to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 1.)	1,200 00	
Draughtsman to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 1.)	1,400 00	
<p>The remaining difference of \$500 is occasioned by the aggregate of the several salaries for the Philadelphia navy-yard being stated in the appropriation act at \$8,700, instead of \$8,200, the correct addition of several sums.</p>		

Estimates of appropriations required by the Bureau of Construction and Repair, &c.—Continued.

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1875.
Increase of salary of clerk to naval constructor, (submitted)	\$300 00	.....
Increase of salary of clerk of store-houses, (submitted)	200 00	.....
Increase of salary of draughtsman, (submitted)	300 00	.....
	6,800 00	\$6,300 00
At the navy-yard, Norfolk:		
Clerk of store-houses, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 2)	\$1,400 00	.....
Time-clerk, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 2)	1,200 00	.....
Draughtsman to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 2)	1,400 00	.....
For salary of clerk to naval constructor, (submitted)	1,400 00	.....
For salary of inspector of timber, (submitted)	1,400 00	.....
Increase of salary of draughtsman, (submitted)	300 00	.....
Increase of salary of time-clerk, (submitted)	200 00	.....
	7,200 00	\$4,000 00
At the navy-yard, Pensacola:		
Clerk of store-houses, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 3)	1,400 00	1,400 00
At the navy-yard, Mare Island:		
Clerk of store-houses, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 4)	1,500 00	.....
Clerk to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 4)	1,500 00	.....
Time-clerk, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 4)	1,500 00	.....
Inspector of timber, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 4)	1,500 00	.....
Draughtsman to naval constructor, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 4)	1,400 00	.....
Superintendent of floating-dock, (appropriated, Stat. at L., pamphlet edition, p. 152, sec. 4)	1,500 00	.....
Increase of salary of draughtsman, (submitted)	200 00	.....
	9,100 00	8,900 00
	56,900 00	51,900 00
Increase submitted		5,600 00
Submitted reduction		57,500 00
		100 00
The difference between the amount appropriated for the fiscal year ending June 30, 1873, and the amount required for the fiscal year ending June 30, 1874, arises from:		57,400 00
Increase of salary of draughtsman at Kittery, (submitted)	200 00	.....
Increase of salary of clerk of store-houses at Charlestown, (submitted)	300 00	.....
Increase of salary of draughtsman at Charlestown, (submitted)	200 00	.....
Increase of salary of clerk of store-houses at Brooklyn, (submitted)	300 00	.....
Increase of salary of draughtsman at Brooklyn, (submitted)	200 00	.....
Increase of salary of draughtsman at Philadelphia, (submitted)	200 00	.....
Increase of salary of clerk of store-houses at Philadelphia, (submitted)	200 00	.....
Increase of salary of clerk to naval constructor at Washington, (submitted)	200 00	.....
Increase of salary of draughtsman at Washington, (submitted)	200 00	.....
For salary of clerk to naval constructor at Norfolk, (submitted)	1,400 00	.....
For salary of inspector of timber at Norfolk, (submitted)	1,400 00	.....
Increase of salary of draughtsman at Norfolk, (submitted)	200 00	.....
Increase of salary of time-clerk at Norfolk, (submitted)	200 00	.....
Increase of salary of draughtsman at Mare Island, (submitted)	200 00	.....
	5,600 00	.....
Reduction of salary of clerk of store-houses at Kittery	100 00	.....
	5,500 00	.....
C.		
CONSTRUCTION AND REPAIR OF VESSELS.		
Preservation of vessels on the stocks, and in ordinary; purchase of materials and stores of all kinds; labor in navy-yards and on foreign stations; preservation of material; purchase of tools; wear, tear, and repair of vessels afloat, and general maintenance of the Navy; incidental expenses, advertising, and foreign postages, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 7.)	3,770,000 00	3,500,000 00
D.		
PROTECTION OF TIMBER-LANDS.		
Salaries of sub-agents and watchmen, and miscellaneous expenses, (appropriated, Stat. at L., pamphlet edition, p. 151, sec. 8.)	5,000 00	5,000 00

Offers to furnish materials for the Navy, under the advertisement of the Bureau of Construction and Repair, of June 22, 1872, at the navy-yard, Kittery, Maine.

Class No. 1. White-oak logs :

William White.....	*\$2,900 00
Trickey & Jewett.....	‡2,900 00
George T. Wallace.....	‡2,750 00
William M. Shakespear....	2,950 00
James Bigler & Co.....	3,250 00
Austin P. Brown.....	3,250 00

Class No. 7. Yellow-pine logs :

William White.....	*2,200 00
Austin P. Brown.....	3,150 00
J. W. Gaskill & Sons.....	2,550 00
James Bigler & Co.....	2,225 00
William M. Shakespear....	2,950 00
Trickey & Jewett.....	2,400 00
George T. Wallace.....	‡2,100 00

Class No. 13. White-pine plank, boards :

Trickey & Jewett.....	*3,175 00
Samuel Adams & Co.....	3,264 50
Austin P. Brown.....	3,906 50
J. W. Gaskill & Sons.....	3,715 50
William M. Shakespear....	6,040 00

Class No. 15. White-ash, elm, beech :

Trickey & Jewett.....	*362 00
J. W. Gaskill & Sons.....	441 00

Class No. 19. Locust-timber :

R. J. & W. Neely & Co..	*250 00
Watson & Pittinger.....	388 00
William M. Shakespear....	400 00
Trickey & Jewett.....	400 00

Class No. 22. Cypress, cedar :

Trickey & Jewett.....	*340 00
J. W. Gaskill & Sons.....	342 00
R. J. & W. Neely & Co..	360 00
William M. Shakespear....	900 00

Class No. 32. Wrought iron, round and square :

George H. Creed.....	*1,052 50
Lyman D. Spalding & Co..	1,250 00
Joseph L. Savage.....	‡1,000 00
David Babcock & Co.....	1,220 00
De Witt Bogardus.....	‡1,050 00
Hyatt & Spencer.....	1,226 00

Class No. 33. Wrought iron, flat :

George H. Creed.....	*640 25
Lyman D. Spalding & Co..	672 00
Joseph L. Savage.....	‡587 00
David Babcock & Co.....	745 25

De Witt Bogardus.....	\$666 50
Hyatt & Spencer.....	672 00

Class No. 37. Iron spikes :

Hyatt & Spencer.....	*155 00
Lyman D. Spalding & Co..	160 00
George H. Creed.....	165 00
Joseph L. Savage.....	‡150 00
David Babcock & Co.....	160 00
De Witt Bogardus.....	165 00
E. W. Barstow & Son.....	156 00

Class No. 39. Iron cut nails :

E. W. Barstow & Son....	*100 87
George H. Creed.....	106 47
Joseph L. Savage.....	117 25
David Babcock & Co.....	113 64
De Witt Bogardus.....	‡100 55
S. S. Moore, jr.....	110 19
Hyatt & Spencer.....	105 01

Class No. 42. Lead pipe :

Hyatt & Spencer.....	*354 38
George H. Creed.....	363 75
Joseph L. Savage.....	402 50
David Babcock & Co.....	381 25
De Witt Bogardus.....	367 50
Merchant & Co.....	393 75

Class No. 44. Tin :

Hyatt & Spencer.....	*468 74
George H. Creed.....	601 00
Joseph L. Savage.....	481 00
David Babcock & Co.....	478 41
De Witt Bogardus.....	517 00
Merchant & Co.....	494 00

Class No. 48. Locks, hinges, &c. :

Hyatt & Spencer.....	*264 55
George H. Creed.....	473 60
Joseph L. Savage.....	‡212 00
David Babcock & Co.....	337 45
De Witt Bogardus.....	289 80
S. S. Moore, jr.....	370 02

Class No. 49. Screws, of brass and iron :

George H. Creed.....	*329 49
Joseph L. Savage.....	360 15
David Babcock & Co.....	387 41
De Witt Bogardus.....	366 25
S. S. Moore, jr.....	401 68
Hyatt & Spencer.....	352 75

Class No. 50. Files :

Hyatt & Spencer.....	*526 67
William M. Walton.....	589 71

* Accepted.

‡ Rejected.

; Decided by lot.

Joseph L. Savage.....	\$531 75	David Babcock & Co....	\$435 00
De Witt Bogardus.....	557 30	De Witt Bogardus.....	450 00
S. S. Moore, jr.....	596 71	Hyatt & Spencer.....	435 00
George H. Creed.....	718 08		
Class No. 51. Augers:		Class No. 60. Varnish, spirits turpentine:	
Hyatt & Spencer.....	*768 73	Hyatt & Spencer.....	*364 50
George H. Creed.....	811 60	George H. Creed.....	446 60
Joseph L. Savage.....	869 00	James Symington.....	382 90
David Babcock & Co....	871 15	Joseph L. Savage.....	365 60
De Witt Bogardus.....	827 00	David Babcock & Co....	468 70
S. S. Moore, jr.....	874 20	De Witt Bogardus.....	537 00
Class No. 52. Tools for stores:		Class No. 63. Sperm and lard oil:	
George H. Creed.....	*123 44	George H. Creed.....	\$595 00
Joseph L. Savage.....	198 00	David Babcock & Co....	*595 00
David Babcock & Co....	208 35	R. P. Cady.....	523 00
De Witt Bogardus.....	181 75	Joseph L. Savage.....	577 00
S. S. Moore, jr.....	174 50	De Witt Bogardus.....	613 00
Hyatt & Spencer.....	134 48	Judd Linseed and Sperm Oil Company.....	613 00
Class No. 53. Tools for yards and shops:		Hyatt & Spencer.....	611 00
Hyatt & Spencer.....	*226 40	Class No. 65. Fish-oil:	
George H. Creed.....	328 52	Judd Linseed and Sperm Oil Company.....	*51 50
Joseph L. Savage.....	286 25	George H. Creed.....	70 00
De Witt Bogardus.....	3,189 52	R. P. Cady.....	55 00
S. S. Moore, jr.....	368 28	Joseph L. Savage.....	149 00
Class No. 54. Hardware:		David Babcock & Co....	73 00
Hyatt & Spencer.....	*\$222 36	De Witt Bogardus.....	55 00
George H. Creed.....	254 05	Hyatt & Spencer.....	58 00
Joseph L. Savage.....	239 89		
David Babcock & Co....	245 16	Class No. 69. Brushes:	
De Witt Bogardus.....	1186 85	David Babcock & Co....	*371 77
S. S. Moore, jr.....	261 20	George H. Creed.....	386 91
Class No. 56. White-lead:		Joseph L. Savage.....	383 75
Hyatt & Spencer.....	*506 25	De Witt Bogardus.....	572 75
George H. Creed.....	512 50	Hyatt & Spencer.....	425 94
James Symington.....	522 00		
R. P. Cady.....	1450 00	Class No. 71. Stationery:	
Joseph L. Savage.....	550 00	William Ballantyne.....	\$334 16
David Babcock & Co....	545 00	De Witt Bogardus.....	1510 45
De Witt Bogardus.....	1500 00	William H. Dempsey....	\$930 50
Davis, Chambers & Co..	512 50		
Class No. 58. Colored paints, dryers:		Class No. 73. Ship-chandlery:	
George H. Creed.....	*455 65	S. S. Moore, jr.....	*150 00
James Symington.....	494 56	George H. Creed.....	165 00
Joseph L. Savage.....	473 15	Joseph L. Savage.....	175 00
David Babcock & Co....	558 00	David Babcock & Co....	186 00
De Witt Bogardus.....	496 90	De Witt Bogardus.....	1140 50
Hyatt & Spencer.....	473 87	Hyatt & Spencer.....	157 00
Class No. 59. Linseed-oil:		Class No. 74. Acids:	
Judd Linseed and Sperm Oil Company.....	*425 00	George H. Creed.....	*140 00
George H. Creed.....	475 00	R. P. Cady.....	440 00
R. P. Cady.....	1405 00	Joseph L. Savage.....	190 00
Joseph L. Savage.....	1395 00	David Babcock & Co....	175 00
		De Witt Bogardus.....	220 00
		Hyatt & Spencer.....	180 00

* Accepted. † Rejected.

‡ Decided by lot.

§ Not awarded.

|| Informal.

Class No. 87. Bituminous coal:

Charles E. Walker & Co.	\$34,590 00
R. P. Cady.....	12,830 00
David Babcock & Co.....	4,860 00

Opened in presence of—

I. HANSCOM, *Chief of Bureau.*H. A. GOLDSBOROUGH, *Chief Clerk.*B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, July 22, 1872.

De Witt Bogardus..... \$4,650 00

Class No. 88. Charcoal:

De Witt Bogardus..... 1820 26

to furnish materials for the Navy, under the advertisement of the Bureau of Construction and Repair of June 22, 1872, at the navy-yard, Charlestown, Massachusetts.

Class No. 1. White-oak logs:

William White.....	\$2,700 00
George T. Wallace.....	12,700 00
James Bigler & Co.....	3,125 00
William M. Shakespear..	2,950 00
Trickey & Jewett.....	2,800 00
Austin P. Brown.....	3,150 00

Class No. 34. Iron plate:

George H. Creed.....	\$1,196 75
David Babcock & Co.....	1,963 75
De Witt Bogardus.....	1,614 60
Joseph L. Savage.....	1,267 50

Class No. 35. Steel:

George H. Creed.....	*1,724 50
De Witt Bogardus.....	1,812 50
William Baldwin.....	1,875 00
Joseph L. Savage.....	1,802 50
Hyatt & Spencer.....	2,312 50

Class No. 37. Iron spikes:

George H. Creed.....	*515 00
David Babcock & Co.....	563 75
De Witt Bogardus.....	595 00
Joseph L. Savage.....	490 00
E. W. Barstow & Son....	565 00
Hyatt & Spencer.....	544 38

Class No. 38. Iron, wrought-nails:

Hyatt & Spencer.....	140 50
David Babcock & Co.....	240 50
De Witt Bogardus.....	195 00
George H. Creed.....	328 00
Joseph L. Savage.....	169 00

Class No. 39. Iron, cut nails:

George H. Creed.....	*722 90
David Babcock & Co.....	752 00
De Witt Bogardus.....	1,313 00
Joseph L. Savage.....	728 05
E. W. Barstow & Son....	743 99
Hyatt & Spencer.....	740 60
S. S. Moore, jr.....	771 69

Class No. 42. Lead, pipe, sheet:

George H. Creed.....	*660 00
David Babcock & Co.....	765 00
De Witt Bogardus.....	752 50
Joseph L. Savage.....	770 00
Hyatt & Spencer.....	693 00
Merchant & Co.....	770 00

Class No. 7. Yellow-pine logs:

James Bigler & Co.....	*2,175 00
William M. Shakespear..	2,950 00
Trickey & Jewett.....	2,300 00
William White.....	2,250 00
Austin P. Brown.....	2,750 00
George T. Wallace.....	12,100 00

Class No. 15. White ash, elm, etc.

Trickey & Jewett.....	*429 00
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Class No. 16. White-ash oars:

David Babcock & Co.....	*761 25
Frederick A. Southmayd..	787 50

Class No. 25. Lignum-vitæ:

Trickey & Jewett.....	*600 00
David Babcock & Co.....	603 00
De Witt Bogardus.....	1475 50

Class No. 32. Wrought iron, round and square:

George H. Creed.....	*6,235 00
David Babcock & Co.....	8,197 50
De Witt Bogardus.....	6,667 50
Joseph L. Savage.....	6,350 00
Hyatt & Spencer.....	7,888 00

Class No. 33. Wrought iron,

George H. Creed.....	*3,174 00
David Babcock & Co.....	4,634 25
De Witt Bogardus.....	4,402 50
Joseph L. Savage.....	3,270 00
Hyatt & Spencer.....	4,219 00

*Accepted.

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Rejected.

Class No. 43. Zinc:

George H. Creed.....	*\$1,050 00
David Babcock & Co.....	1,230 00
De Witt Bogardus.....	1,312 50
R. P. Cady.....	1,275 00
Joseph L. Savage.....	1,237 50
Hyatt & Spencer.....	1,237 50
Merchant & Co.....	1,237 50

Class No. 44. Tin:

George H. Creed.....	*440 00
David Babcock & Co.....	443 40
De Witt Bogardus.....	487 50
Joseph L. Savage.....	†425 00
Hyatt & Spencer.....	442 25
Merchant & Co.....	487 50

Class No. 48. Locks, hinges,
&c:

George H. Creed.....	*694 55
David Babcock & Co.....	992 30
De Witt Bogardus.....	892 60
Joseph L. Savage.....	†305 00
Hyatt & Spencer.....	879 75
S. S. Moore, jr.....	1,049 34

Class No. 50. Files:

George H. Creed.....	*1,780 23
De Witt Bogardus.....	1,989 20
William M. Walton.....	2,009 36
Joseph L. Savage.....	1,830 05
Hyatt & Spencer.....	1,781 43
S. S. Moore, jr.....	2,062 81

Class No. 51. Augers:

George H. Creed.....	*1,417 40
David Babcock & Co.....	1,702 55
De Witt Bogardus.....	1,623 75
Joseph L. Savage.....	1,673 50
Hyatt & Spencer.....	1,518 66
S. S. Moore, jr.....	1,715 75

Class No. 52. Tools for stores:

Hyatt & Spencer.....	*385 22
David Babcock & Co.....	402 52
De Witt Bogardus.....	534 60
George H. Creed.....	397 90
Joseph L. Savage.....	410 70
S. S. Moore, jr.....	738 00

Class No. 53. Tools for yards
and shops:

George H. Creed.....	*712 39
David Babcock & Co.....	1,051 26
De Witt Bogardus.....	823 40
Joseph L. Savage.....	726 60
Hyatt & Spencer.....	849 66
S. S. Moore, jr.....	1,074 81

Class No. 54. Hardware:

George H. Creed.....	*1,672 20
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*Accepted.

David Babcock & Co....	\$2,057 15
De Witt Bogardus.....	1,978 10
Joseph L. Savage.....	1,833 25
Hyatt & Spencer.....	1,796 00
S. S. Moore, jr.....	2,120 35

Class No. 56. White-lead:

George H. Creed.....	*1,860 00
David Babcock & Co....	2,040 00
De Witt Bogardus.....	1,920 00
James Symington.....	2,088 00
R. P. Cady.....	†1,800 00
Joseph L. Savage.....	1,975 00
Hyatt & Spencer.....	2,000 00
Davis, Chambers & Co..	1,936 00
Howe & French.....	2,150 00

Class No. 58. Colored paints,
dryers:

George H. Creed.....	*97 50
David Babcock & Co....	1,290 65
De Witt Bogardus.....	1,213 50
James Symington.....	1,199 55
Joseph L. Savage.....	†950 25
Hyatt & Spencer.....	1,182 22
Howe & French.....	1,364 00

Class No. 60. Varnish, spirits
turpentine:

George H. Creed.....	*1,555 00
David Babcock & Co....	2,015 10
De Witt Bogardus.....	1,970 00
James Symington.....	2,176 20
Joseph L. Savage.....	1,946 50
Hyatt & Spencer.....	1,910 50
Howe & French.....	2,085 50

Class No. 63. Sperm and lard
oil:

George H. Creed.....	*2,622 00
David Babcock & Co....	2,760 00
De Witt Bogardus.....	2,820 00
R. P. Cady.....	†2,538 00
Joseph L. Savage.....	2,661 00
Hyatt & Spencer.....	2,907 00
Judd Linseed and Sperm Oil Company.....	2,809 50

Class No. 64. Tallow, soap:

George H. Creed.....	*40 00
David Babcock & Co....	42 50
De Witt Bogardus.....	51 25
Joseph L. Savage.....	45 00
Hyatt & Spencer.....	65 00

Class No. 65. Fish-oil:

Judd Linseed and Sperm Oil Company.....	*490 00
David Babcock & Co....	545 00
De Witt Bogardus.....	†480 00
George H. Creed.....	680 00
R. P. Cady.....	550 00

†Rejected.

Joseph L. Savage.....	†\$475 00	Class No. 74. Acids :	
Hyatt & Spencer.....	550 00	George H. Creed	*\$544 30
Class No. 68. Glass :		De Witt Bogardus	4,912 50
David Babcock & Co.....	*169 95	R. P. Cady	†372 75
De Witt Bogardus.....	174 40	Hyatt & Spencer	748 28
George H. Creed	172 80	Howe & French.....	10,069 95
Joseph L. Savage.....	218 73	Class No. 75. Rosin, pitch, &c.:	
Hyatt & Spencer.....	187 29	David Babcock & Co....	*210 00
F. F. Sharp & Co.....	199 54	De Witt Bogardus	237 50
Class No. 69. Brushes :		George H. Creed	235 00
David Babcock & Co	*963 43	R. P. Cady	†162 50
De Witt Bogardus	1,258 98	Joseph L. Savage.....	250 00
George H. Creed	997 00	Hyatt & Spencer	212 50
Joseph L. Savage.....	†926 83	Howe & French.....	262 50
Hyatt & Spencer.....	996 58	Class No. 77. Belting, packing :	
Class No. 70. Dry-goods for upholstering :		George H. Creed.....	*615 00
George H. Creed.....	*667 85	Joseph L. Savage.....	871 50
David Babcock & Co	753 30	David Babcock & Co....	897 40
De Witt Bogardus.....	862 10	De Witt Bogardus	†562 50
Joseph L. Savage.....	746 40	William M. Walton	828 60
Hyatt & Spencer.....	814 90	Hyatt & Spencer	821 40
Class No. 71. Stationery :		Class No. 78. Leather, pump, rigging, lacing :	
William Ballantyne.....	*1,014 22	George H. Creed.....	*450 00
De Witt Bogardus	†835 60	David Babcock & Co	535 50
William H. Dempsey.....	1,972 59	De Witt Bogardus	573 00
Class No. 72. Crucibles :		Joseph L. Savage.....	458 00
Hyatt & Spencer	*820, 26	Hyatt & Spencer	502 00
David Babcock & Co....	908 30	Class No. 85. Anthracite coal :	
De Witt Bogardus.....	869 00	David Babcock & Co	*10,621 00
William M. Walton.....	875 28	De Witt Bogardus	†9,045 00
George H. Creed.....	840 40	R. P. Cady	11,325 00
Joseph L. Savage.....	857 00	Class No. 87. Bituminous coal :	
D. A. Trefethan	890 88	David Babcock & Co	*6,360 00
Merchant & Co.....	881 28	De Witt Bogardus	†6,160 00
Class No. 73. Ship-chandlery :		R. P. Cady.....	†3,680 00
George H. Creed.....	*719 70	Class No. 88. Charcoal :	
David Babcock & Co	833 75	De Witt Bogardus	†922 50
De Witt Bogardus	926 50		
Joseph L. Savage.....	832 50		
Hyatt & Spencer	882 75		
S. S. Moore, jr	952 00		

*Accepted.

†Rejected.

Presented in presence of—

I. HANSCOM, *Chief of Bureau.*H. A. GOLDSBOROUGH, *Chief Clerk.*B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, July 22, 1872.

Offers to furnish materials for the Navy, under the advertisement of the Bureau of Construction and Repair of June 22, 1872, at the navy-yard, Brooklyn, New York.

Class No. 1. White-oak logs :

A. Ammerman	*\$9,600 00
James Bigler & Co	10,700 00
William M. Shakespear ..	11,000 00
James A. Stott	11,000 00
Trickey & Jewett	9,800 00
Watson & Pittinger	12,800 00
William White	11,000 00
Austin P. Brown	15,600 00
James Caldwell	13,600 00
George T. Wallace	10,800 00

Class No. 7. Yellow-pine logs :

A. Ammerman	*7,800 00
James Bigler & Co	8,900 00
William M. Shakespear ..	10,200 00
James A. Stott	9,400 00
Trickey & Jewett	9,600 00
Watson & Pittinger	8,800 00
William White	8,400 00
Austin P. Brown	12,000 00
J. W. Gaskill & Sons	8,200 00
James Caldwell	13,000 00
George T. Wallace	8,400 00
Richard Fentress	9,800 00

Class No. 8. Yellow - pine beams :

James A. Stott	*2,547 03
James Bigler & Co	3,237 75
William M. Shakespear ..	3,021 90
Trickey & Jewett	3,237 75
Watson & Pittinger	3,410 43
William White	2,762 88
Austin P. Brown	8,634 00
James Caldwell	6,475 50
George T. Wallace	3,194 58

Class No. 13. White-pine plank, boards :

Trickey & Jewett	*7,805 00
James Bigler & Co	8,183 75
Watson & Pittinger	7,945 00
Austin P. Brown	9,895 00
J. W. Gaskill & Sons	7,815 00
James Caldwell	7,925 00

Class No. 15. White ash, elm, and beech :

J. W. Gaskill & Sons	*1,880 00
James Bigler & Co	2,360 00
Trickey & Jewett	2,130 00
Frederick A. Southmayd ..	1,920 00
James Caldwell	2,800 00
Watson & Pittinger	2,160 00

Class No. 16. White-ash oars :

David Babcock & Co	*675 00
Watson & Pittinger	2,000 00
J. W. Gaskill & Sons	800 00

*Accepted.

Frederick A. Southmayd ..	\$687 50
James Caldwell	5,000 00

Class No. 18. Black walnut, mahogany, &c. :

J. W. Gaskill & Sons	*1,371 00
James Bigler & Co	1,870 00
Trickey & Jewett	1,530 00
Watson & Pittinger	1,580 00
Frederick A. Southmayd ..	1,456 00

Class No. 22. Cypress, cedar :

J. W. Gaskill & Sons	*940 00
James Bigler & Co	1,100 00
William M. Shakespear ..	2,000 00
Trickey & Jewett	1,250 00
Watson & Pittinger	980 00
R. J. and W. Neely & Co ..	1,090 00

Class No. 23. Black spruce :

Edward Clark	*900 00
David Babcock & Co	1,500 00
Trickey & Jewett	1,460 00
Watson & Pittinger	1,640 00
Joseph Wescott & Son	1,600 00
James Caldwell	1,340 00

Class No. 25. Lignumvitæ :

George H. Creed	*870 00
David Babcock & Co	994 00
De Witt Bogardus	† 794 00
Trickey & Jewett	1,086 00
Watson & Pittinger	1,110 00

Class No. 32. Wrought iron, round and square :

George H. Creed	*4,960 50
David Babcock & Co	6,442 50
De Witt Bogardus	† 4,912 00
Joseph L. Savage	5,250 00
Hyatt & Spencer	6,254 00

Class No. 33. Wrought iron, flat :

George H. Creed	*1,110 00
David Babcock & Co	1,221 25
De Witt Bogardus	† 1,049 00
Joseph L. Savage	† 1,035 00
Hyatt & Spencer	1,209 50

Class No. 37. Iron spikes :

George H. Creed	*975 00
David Babcock & Co	1,082 50
De Witt Bogardus	1,066 25
Joseph L. Savage	† 945 00
E. W. Barstow & Son	1,093 12
Hyatt & Spencer	1,085 00

† Rejected.

Class No. 38. Iron-wrought nails:

Hyatt & Spencer.....	*379 50
David Babcock & Co.....	135 00
Joseph L. Savage.....	108 00
George H. Creed.....	150 00
De Witt Bogardus.....	135 00

Class No. 39. Iron cut nails:

George H. Creed.....	*162 70
David Babcock & Co.....	193 25
De Witt Bogardus.....	217 50
Joseph L. Savage.....	171 50
S. S. Moore, jr.....	174 50
E. W. Barstow & Son.....	180 75
Hyatt & Spencer.....	185 00

Class No. 42. Lead, pipe, sheet:

George H. Creed.....	*767 00
David Babcock & Co.....	853 75
De Witt Bogardus.....	792 00
Joseph L. Savage.....	800 00
Hyatt & Spencer.....	792 00
Merchant & Co.....	880 00

Class No. 43. Zinc:

George H. Creed.....	*1,390 00
David Babcock & Co.....	1,550 00
De Witt Bogardus.....	1,700 00
Joseph L. Savage.....	1,600 00
R. P. Cady.....	1,700 00
Hyatt & Spencer.....	1,600 00
Merchant & Co.....	1,650 00

Class No. 44. Tin:

Hyatt & Spencer.....	*321 17
David Babcock & Co.....	428 07
De Witt Bogardus.....	336 25
Joseph L. Savage.....	429 00
George H. Creed.....	401 00
Merchant & Co.....	457 25

Class No. 48. Locks, hinges, &c.:

George H. Creed.....	*744 20
David Babcock & Co.....	1,178 40
De Witt Bogardus.....	1,034 00
Joseph L. Savage.....	882 75
Hyatt & Spencer.....	1,113 10

Class No. 49. Screws, of brass and iron:

George H. Creed.....	*459 10
David Babcock & Co.....	530 00
De Witt Bogardus.....	463 10
Joseph L. Savage.....	515 00
S. S. Moore, jr.....	532 85
Hyatt & Spencer.....	508 18

Class No. 50. Files:

Hyatt & Spencer.....	*935 20
William M. Walton.....	1,098 82

*Accepted.

De Witt Bogardus.....	\$1,076 10
Joseph L. Savage.....	1988 00
George H. Creed.....	996 02
S. S. Moore, jr.....	1,114 26

Class No. 51. Augers:

George H. Creed.....	*643 00
David Babcock & Co.....	808 35
De Witt Bogardus.....	738 65
Joseph L. Savage.....	743 00
S. S. Moore, jr.....	813 25
Hyatt & Spencer.....	659 43

Class No. 52. Tools for stores:

David Babcock & Co.....	*57 48
De Witt Bogardus.....	57 60
Joseph L. Savage.....	73 80
George H. Creed.....	67 20
S. S. Moore, jr.....	111 48
Hyatt & Spencer.....	73 56

Class No. 53. Tools for yard and shops:

Hyatt & Spencer.....	*278 90
David Babcock & Co.....	300 06
De Witt Bogardus.....	375 35
Joseph L. Savage.....	307 10
George H. Creed.....	355 30
S. S. Moore, jr.....	534 48

Class No. 54. Hardware:

George H. Creed.....	*1,096 95
David Babcock & Co.....	1,718 46
De Witt Bogardus.....	1,472 30
Joseph L. Savage.....	1,386 20
S. S. Moore, jr.....	1,859 51
Hyatt & Spencer.....	1,347 03

Class No. 56. White lead:

George H. Creed.....	*1,880 00
David Babcock & Co.....	2,000 00
De Witt Bogardus.....	1,900 00
Joseph L. Savage.....	2,000 00
Fahnestock, Schwartz & Co	2,165 00
James Symington.....	2,048 00
R. P. Cady.....	11,800 00
Hyatt & Spencer.....	2,000 00
Davis, Chambers & Co....	1,916 00

Class No. 57. Zinc paint:

George H. Creed.....	*632 00
David Babcock & Co.....	690 00
De Witt Bogardus.....	700 00
Joseph L. Savage.....	760 00
James Symington.....	715 20
R. P. Cady.....	720 00
Hyatt & Spencer.....	720 00

Class No. 58. Colored paints, (dryers:)

George H. Creed.....	*500 00
David Babcock & Co.....	625 50

†Rejected,

De Witt Bogardus.....	\$670 00
Joseph L. Savage.....	535 00
James Symington.....	708 70
Hyatt & Spencer.....	723 45

David Babcock & Co.....	\$755 50
De Witt Bogardus.....	763 35
Joseph L. Savage.....	714 20
Hyatt & Spencer.....	814 07

Class No. 59. Linseed oil :

George H. Creed.....	*3,800 00
David Babcock & Co.....	4,150 00
De Witt Bogardus.....	4,250 00
Joseph L. Savage.....	3,875 00
R. P. Cady.....	4,050 00
Maclay & Maclay.....	4,250 00
Hyatt & Spencer.....	4,200 00
Judd Linseed and Sperm Oil Company.....	4,118 75

Class No. 60. Varnish, spirits
turpentine :

James Symington.....	*403 20
David Babcock & Co.....	461 00
De Witt Bogardus.....	469 00
Joseph L. Savage.....	486 00
George H. Creed.....	429 00
R. P. Cady.....	468 00
Maclay & Maclay.....	|| 172 00
Hyatt & Spencer.....	462 50

Class No. 63. Sperm and lard
oil :

George H. Creed.....	*1,250 00
David Babcock & Co.....	1,336 00
De Witt Bogardus.....	1,360 00
Joseph L. Savage.....	1,320 00
R. P. Cady.....	†1,240 00
Hyatt & Spencer.....	1,416 00
Judd Linseed and Sperm Oil Company.....	1,352 00

Class No. 64. Tallow, soap :

George H. Creed.....	*119 00
David Babcock & Co.....	137 00
De Witt Bogardus.....	137 00
Joseph L. Savage.....	†114 50
Hyatt & Spencer.....	136 50

Class No. 65. Glass :

George H. Creed.....	*241 62
David Babcock & Co.....	253 60
De Witt Bogardus.....	255 15
Joseph L. Savage.....	†205 00
Hyatt & Spencer.....	265 34
F. F. Sharp & Co.....	253 56

Class No. 69. Brushes :

David Babcock & Co.....	*448 20
De Witt Bogardus.....	560 50
Joseph L. Savage.....	†445 50
George H. Creed.....	546 60
Hyatt & Spencer.....	575 60

Class No. 70. Dry goods :

George H. Creed.....	*702 00
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*Accepted.

†Rejected.

Class No. 71. Stationery :

William Ballantyne.....	*379 75
De Witt Bogardus.....	402 75
William H. Dempsey.....	609 05

Class No. 73. Ship chandlery :

George H. Creed.....	*607 40
David Babcock & Co.....	645 00
De Witt Bogardus.....	650 70
Joseph L. Savage.....	†588 00
S. S. Moore, Jr.....	662 50
Hyatt & Spencer.....	617 15

Class No. 74. Acids :

David Babcock & Co.....	*119 00
De Witt Bogardus.....	135 00
Joseph L. Savage.....	†101 00
George H. Creed.....	130 00
R. P. Cady.....	259 00
Hyatt & Spencer.....	121 00

Class No. 77. Belting, packing :

George H. Creed.....	*677 50
William M. Walton.....	759 00
David Babcock & Co.....	989 00
De Witt Bogardus.....	†643 00
Joseph L. Savage.....	716 00
James Symington.....	730 50
Hyatt & Spencer.....	718 00

Class No. 78. Leather, pump,
rigging, lacing :

David Babcock & Co.....	*393 00
De Witt Bogardus.....	456 50
Joseph L. Savage.....	†383 00
George H. Green.....	413 00
Hyatt & Spencer.....	432 88

Class No. 80. Junk :

David Babcock & Co.....	*15,200 00
George H. Creed.....	15,200 00
De Witt Bogardus.....	†4,540 00
Joseph L. Savage.....	5,600 00

Class No. 85. Anthracite coal :

David Babcock & Co.....	*5,170 00
De Witt Bogardus.....	†4,925 00
R. P. Cady.....	6,350 00

Class No. 86. Semi-bituminous
coal :

Berwind & Bradley.....	*3,510 00
David Babcock & Co.....	3,588 00

: Decided by lot.

|| Informal.

De Witt Bogardus \$3,780 00
R. P. Cady ‡2,700 00

Class No. 88. Charcoal:

David Babcock & Co *\$1,160 00
De Witt Bogardus †1,050 00

Opened in presence of—

I. HANSCOM, *Chief of Bureau.*H. A. GOLDSBOROUGH, *Chief Clerk.*B. T. HANLEY, *Clerk.*NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, *July 22, 1872.*

Offers to furnish materials for the Navy, under the advertisement of the Bureau of Construction and Repair of June 22, 1872, at the navy-yard, Philadelphia, Pennsylvania.

Class No. 1. White-oak logs:

William M. Shakespear... *\$2,300 00
James Bigler & Co..... 2,900 00
James A. Stott 2,700 00
Trickey & Jewett..... 2,500 00
Watson & Pittinger..... 2,950 00
William White..... 2,600 00
Austin P. Brown..... 3,150 00
William H. Sheldrake..... 2,387 50
George T. Wallace..... 2,600 00
Walter H. Pearson..... 2,950 00
Richard Fentress..... 2,700 00

Class No. 2. White-oak keel-pieces:

William M. Shakespear... *1,794 00
James A. Stott 2,964 00
Trickey & Jewett..... 2,600 00
Watson & Pittinger..... 3,484 00
William White..... 2,470 00
George T. Wallace..... 2,600 00
Walter H. Pearson..... †1,794 00
Richard Fentress 2,314 00

Class No. 3. White-oak curved timber:

William H. Sheldrake..... *404 74
William M. Shakespear... 519 57
James A. Stott 572 28
Trickey & Jewett..... 753 00
Watson & Pittinger..... 737 94
William White..... 489 45
George T. Wallace..... 753 00
Walter H. Pearson..... 519 57

Class No. 4. White-oak plank:

William M. Shakespear... *2,420 00
Trickey & Jewett..... 4,675 00
Theodore Mosher..... 3,520 00
Watson & Pittinger..... 2,970 00
William White..... 4,950 00
Austin P. Brown..... 4,125 00
William H. Sheldrake..... 2,554 75
Walter H. Pearson..... 2,475 00

Accepted.

† Rejected.

Class No. 5. White-oak boards:

Watson & Pittinger..... *\$810 00
William M. Shakespear... 825 00
Trickey & Jewett 1,175 00
Theodore Mosher..... 945 00
William White..... 1,200 00
J. W. Gaskill & Sons..... 881 85
Walter H. Pearson..... †675 00

Class No. 7. Yellow-pine logs:

William White *4,200 00
William M. Shakespear... 4,200 00
James Bigler & Co..... 4,400 00
James A. Stott 5,400 00
Trickey & Jewett..... 5,000 00
Watson & Pittinger..... 4,400 00
Austin P. Brown..... 6,500 00
J. W. Gaskill & Sons..... 4,300 00
George T. Wallace..... †4,000 00
Walter H. Pearson..... †3,600 00

Class No. 11. White-pine logs:

Trickey & Jewett..... *1,200 00
William M. Shakespear... 1,260 00
Watson & Pittinger..... 1,320 00
Austin P. Brown..... 1,800 00
J. W. Gaskill & Sons..... 1,500 00
Walter H. Pearson..... 1,300 00

Class No. 12. White-pine mast timber:

Watson & Pittinger..... *1,830 00
William M. Shakespear... †1,600 00
Trickey & Jewett..... 2,300 00
R. J. & W. Neely & Co... 2,100 00
Walter H. Pearson..... †840 00

Class No. 13. White-pine plank, boards:

J. W. Gaskill & Sons..... 7,045 00
William M. Shakespear... 9,300 00
Trickey & Jewett..... 9,275 00
Theodore Mosher..... 9,110 00

; Decided by lot.

‡ Informal.

Watson & Pittinger.....	\$8,105 00	Class No. 37. Iron spikes:	
Walter H. Pearson.....	16,525 00	George H. Creed.....	*\$671 00
Class No. 15. White ash, elm, beech:		De Witt Bogardus.....	720 00
J. W. Gaskill & Sons.....	*796 74	Joseph L. Savage.....	4592 50
William M. Shakespear.....	980 00	Paul J. Field.....	900 00
Trickey & Jewett.....	809 00	David Babcock & Co.....	742 50
Theodore Mosher.....	812 00	Hyatt & Spencer.....	697 50
Watson & Pittinger.....	826 00	Walter H. Pearson.....	855 00
R. J. & W. Neely & Co.....	980 00	E. W. Barstow & Son.....	715 00
Walter H. Pearson.....	910 00	Class No. 38. Iron wrought nails:	
Class No. 23. Black spruce.		Hyatt & Spencer.....	*195 50
Watson & Pittinger.....	*1,968 00	De Witt Bogardus.....	285 00
Trickey & Jewett.....	2,534 00	Joseph L. Savage.....	232 00
David Babcock & Co.....	2,279 00	Paul J. Field.....	654 00
Joseph Wescott & Son.....	2,245 00	David Babcock & Co.....	294 50
R. J. & W. Neely & Co.....	2,251 00	George H. Creed.....	380 00
Class No. 25. Lignumvitæ.		Walter H. Pearson.....	513 00
David Babcock & Co.....	*612 00	Class No. 39. Iron cut nails:	
De Witt Bogardus.....	4392 00	Hyatt & Spencer.....	*435 26
Trickey & Jewett.....	760 00	De Witt Bogardus.....	4361 75
Watson & Pittinger.....	680 00	Joseph L. Savage.....	4417 75
Class No. 32. Wrought iron, round and square:		Paul J. Field.....	470 25
George H. Creed.....	2,474 50	David Babcock & Co.....	507 50
De Witt Bogardus.....	2,701 50	William M. Walton.....	522 40
Joseph L. Savage.....	†2,415 00	George H. Creed.....	442 25
Paul J. Field.....	2,700 00	Walter H. Pearson.....	461 69
David Babcock & Co.....	3,156 50	Class No. 43. Zinc:	
Hyatt & Spencer.....	3,027 30	Merchant & Co.....	*747 50
Walter H. Pearson.....	2,667 60	De Witt Bogardus.....	700 00
Class No. 33. Wrought iron, flat:		Joseph L. Savage.....	760 00
George H. Creed.....	*1,594 00	Paul J. Field.....	1,040 00
De Witt Bogardus.....	1,781 50	David Babcock & Co.....	770 60
Joseph L. Savage.....	1,660 00	George H. Creed.....	751 00
Paul J. Field.....	1,773 16	Hyatt & Spencer.....	765 00
David Babcock & Co.....	2,025 25	Walter H. Pearson.....	832 50
Hyatt & Spencer.....	1,985 40	Class No. 44. Tin:	
Walter H. Pearson.....	1,793 00	David Babcock & Co.....	*840 00
Class No. 34. Iron plate:		De Witt Bogardus.....	†800 00
George H. Creed.....	*527 25	Joseph L. Savage.....	†840 00
De Witt Bogardus.....	678 50	Paul J. Field.....	980 00
Joseph L. Savage.....	559 50	George H. Creed.....	888 00
Paul J. Field.....	717 50	Hyatt & Spencer.....	850 00
David Babcock & Co.....	684 25	Walter H. Pearson.....	895 00
Walter H. Pearson.....	675 87†	Merchant & Co.....	882 50
Class No. 35. Steel:		Class No. 48. Locks, hinges, &c.:	
George H. Creed.....	*408 00	George H. Creed.....	*665 45
De Witt Bogardus.....	4406 00	De Witt Bogardus.....	787 14
Joseph L. Savage.....	4381 50	Joseph L. Savage.....	753 75
Paul J. Field.....	462 00	Paul J. Field.....	1,149 10
Hyatt & Spencer.....	490 00	David Babcock & Co.....	1,365 10
Walter H. Pearson.....	420 00	Hyatt & Spencer.....	831 29
		Walter H. Pearson.....	1,524 50

*Accepted.

†Rejected.

Class No. 49. Screws of brass
and iron:

George H. Creed	*\$751 87
De Witt Bogardus	895 35
Joseph L. Savage	827 80
Paul J. Field	1,064 80
David Babcock & Co.	957 00
Hyatt & Spencer	917 51
Walter H. Pearson	1,000 60

Class No. 50. Files:

Hyatt & Spencer	*402 92
De Witt Bogardus	441 61
Joseph L. Savage	403 90
Paul J. Field	525 56
William M. Walton	448 74
George H. Creed	425 87
Walter H. Pearson	533 50

Class No. 51. Augers:

Hyatt & Spencer	*412 47
De Witt Bogardus	495 20
Joseph L. Savage	524 00
Paul J. Field	573 80
David Babcock & Co.	547 80
George H. Creed	548 10
Walter H. Pearson	526 50

Class No. 52. Tools for stores:

Hyatt & Spencer	*316 77
De Witt Bogardus	387 10
Joseph L. Savage	391 10
Paul J. Field	420 27
George H. Creed	409 55
Walter H. Pearson	611 50

Class No. 53. Tools for use in
yard and shops:

Hyatt & Spencer	*4,995 38
De Witt Bogardus	5,352 10
Joseph L. Savage	†2,833 05
Paul J. Field	7,021 88
George H. Creed	6,156 88
Walter H. Pearson	5,359 35

Class No. 54. Hardware:

George H. Creed	*904 70
De Witt Bogardus	1,203 63
Joseph L. Savage	†871 31
Paul J. Field	1,155 84
David Babcock & Co.	1,002 52
Hyatt & Spencer	928 33
Walter H. Pearson	1,239 91

Class No. 56. White lead:

Davis, Chambers & Co. ...	*949 00
De Witt Bogardus	925 00
Joseph L. Savage	1,050 00
Fahnestock, Schwartz & Co.	1,082 50
David Babcock & Co.	1,020 00
George H. Creed	970 00

*Accepted.

R. P. Cady	†\$900 00
Hyatt & Spencer	1,000 00
Walter H. Pearson	1,200 00

Class No. 58. Colored paints,
dryers:

George H. Creed	*413 80
De Witt Bogardus	442 60
Joseph L. Savage	†378 50
David Babcock & Co.	455 75
James Symington	430 70
Hyatt & Spencer	415 70

Class No. 59. Linseed oil:

George H. Creed	*656 00
De Witt Bogardus	712 00
Joseph L. Savage	†616 00
David Babcock & Co.	690 00
R. P. Cady	†648 00
Hyatt & Spencer	638 00
Judd Linseed and Sperm Oil Company	672 00

Class No. 60. Varnish, spirits
turpentine:

George H. Creed	*707 25
De Witt Bogardus	849 75
Joseph L. Savage	747 00
David Babcock & Co.	781 25
James Symington	890 70
Hyatt & Spencer	780 80
*Accepted.	

Class No. 63. Sperm and lard
oil:

Judd Linseed and Sperm Oil Company	*346 00
De Witt Bogardus	353 50
Joseph L. Savage	†328 00
David Babcock & Co.	355 00
George H. Creed	362 00
R. P. Cady	†315 80
Hyatt & Spencer	359 00

Class No. 64. Tallow, soap:

George H. Creed	*16 00
De Witt Bogardus	20 00
Joseph L. Savage	†14 00
David Babcock & Co.	18 00
Hyatt & Spencer	20 00

Class No. 65. Fish-oil:

Judd Linseed and Sperm Oil Company	*100 00
De Witt Bogardus	†100 00
Joseph L. Savage	†98 00
David Babcock & Co.	146 00
George H. Creed	144 00
R. P. Cady	110 00
Hyatt & Spencer	110 00

† Rejected.

Class No. 68. Glass :

George H. Creed.....	*\$558 30
De Witt Bogardus.....	729 50
Joseph L. Savage.....	592 50
David Babcock & Co.....	719 65
F. F. Sharp & Co.....	1,056 50
Hyatt & Spencer.....	636 32

Class No. 69. Brushes :

George H. Creed.....	*347 50
De Witt Bogardus.....	495 00
Joseph L. Savage.....	†330 50
David Babcock & Co.....	474 42
Hyatt & Spencer.....	358 65
Walter H. Pearson.....	629 35

Class No. 70. Dry-goods for upholstery :

Hyatt & Spencer.....	*506 33
De Witt Bogardus.....	631 90
Joseph L. Savage.....	584 80
David Babcock & Co.....	647 05
George H. Creed.....	655 10

Class No. 71. Stationery :

William Ballantyne.....	*377 93
De Witt Bogardus.....	†371 45
Ferdinand Foster.....	424 17
William H. Dempsey.....	393 45

Class No. 73. Ship-chandlery :

David Babcock & Co.....	*335 25
De Witt Bogardus.....	353 00
Joseph L. Savage.....	361 00
Paul J. Field.....	544 80
George H. Creed.....	345 25
Hyatt & Spencer.....	348 35

Class No. 74. Acids :

Hyatt & Spencer.....	*112 00
De Witt Bogardus.....	150 00
Joseph L. Savage.....	125 00
David Babcock & Co.....	160 00
George H. Creed.....	175 00

Class No. 75. Rosin, pitch, crude turpentine :

Hyatt & Spencer.....	*350 00
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*Accepted.

• Opened in presence of—

I. HANSCOM, *Chief of Bureau.*
H. A. GOLDSBOROUGH, *Chief Clerk.*
B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, July 22, 1872.

De Witt Bogardus.....	\$400 00
Joseph L. Savage.....	390 00
David Babcock & Co.....	395 00
George H. Creed.....	460 00
R. P. Cady.....	330 00

Class No. 77. Belting, packing :

Hyatt & Spencer.....	*374 90
De Witt Bogardus.....	405 80
Joseph L. Savage.....	376 40
Paul J. Field.....	602 20
David Babcock & Co.....	513 20
William M. Walton.....	385 50
George H. Creed.....	744 90
James Symington.....	439 45

Class No. 78. Leather, pump, rigging, lacing :

David Babcock & Co.....	*90 00
De Witt Bogardus.....	96 00
Joseph L. Savage.....	†84 00
George H. Creed.....	95 00
Hyatt & Spencer.....	92 00

Class No. 85. Anthracite coal :

Plaisted & McCollin.....	*1,626 75
De Witt Bogardus.....	1,723 75
R. P. Cady.....	2,450 06

Class No. 86. Semi-bituminous coal :

Berwind & Bradley.....	*510 00
De Witt Bogardus.....	550 00
Plaisted & McCollin.....	561 00

Class No. 87. Bituminous coal :

Plaisted & McCollin.....	*1,134 00
De Witt Bogardus.....	1,280 00
R. P. Cady.....	1930 00

Class No. 88. Charcoal :

John W. Hampton.....	*456 00
De Witt Bogardus.....	†410 00
Paul J. Field.....	462 50
David Babcock & Co.....	475 00
Plaisted & McCollin.....	545 00

† Rejected.

Offers to furnish materials for the Navy, under the advertisement of the Bureau of Construction and Repair of June 22, 1872, at the navy-yard, Washington, D. C.

Class No. 1. White-oak logs :

William M. Shakespear..	*\$2,400 00
James A. Stott.....	2,650 00
Trickey & Jewett.....	2,500 00
Theodore Mosher.....	2,700 00
Watson & Pittinger.....	3,200 00
William White.....	2,500 00
Austin P. Brown.....	3,350 00
A. J. Horsey.....	3,250 00
Richard Fentress.....	2,700 00
George T. Wallace.....	†2,400 00

Class No. 15. White ash, elm, beech :

J. W. Gaskill & Sons....	*\$1,294 00
Trickey & Jewett.....	1,789 00
Theodore Mosher.....	1,443 05
Watson & Pittinger.....	1,568 00
Austin P. Brown.....	1,819 50
R. J. & W. Neely & Co..	1,725 00

Class No. 18. Black walnut, mahogany, &c :

Trickey & Jewett.....	*2,565 00
Theodore Mosher.....	†2,552 50
Watson & Pittinger.....	2,600 00
Austin P. Brown.....	3,641 50
J. W. Gaskill & Sons....	2,630 00
R. J. & W. Neely & Co..	2,582 50

Class No. 23. Black spruce :

David Babcock & Co....	*1,028 00
Trickey & Jewett.....	1,130 00
Watson & Pittinger.....	1,085 00
Joseph Wescott & Son...	1,066 00
R. J. & W. Neely & Co..	1,113 00

Class No. 30. † Ingot copper :

R. P. Cady.....	27,255 00
Joseph L. Savage.....	28,140 00
David Babcock & Co....	29,626 25
George P. Goff.....	30,015 50
Merchant & Co.....	29,259 25

Class No. 32. Wrought iron, round and square :

George P. Goff.....	*3,209 50
De Witt Bogardus.....	3,420 37
Joseph L. Savage.....	†3,007 50
Hyatt & Spencer.....	3,893 50
David Babcock & Co....	4,207 75

Class No. 33. Wrought iron, flat :

George P. Goff.....	*1,004 00
David Babcock & Co....	1,204 25
De Witt Bogardus.....	1,063 25
Joseph L. Savage.....	†925 00
Hyatt & Spencer.....	1,117 00

Class No. 35. Steel :

George P. Goff.....	*474 50
De Witt Bogardus.....	†469 00
Joseph L. Savage.....	†471 75
Hyatt & Spencer.....	601 26

Class No. 37. Iron spikes :

George P. Goff.....	*707 50
David Babcock & Co....	825 00
De Witt Bogardus.....	807 50

Class No. 3. White-oak curved logs :

William M. Shakespear...	*640 00
James A. Stott.....	740 00
Trickey & Jewett.....	960 00
Watson & Pittinger.....	840 00
William White.....	640 00
A. J. Horsey.....	1,600 00
George T. Wallace.....	1,200 00

Class No. 4. White-oak plank :

William M. Shakespear..	*1,375 00
Trickey & Jewett.....	2,125 00
Theodore Mosher.....	1,472 50
Watson & Pittinger.....	1,475 00
William White.....	2,000 00
Austin P. Brown.....	1,750 00
A. J. Horsey.....	1,500 00

Class No. 7. Yellow-pine logs :

James A. Stott.....	*2,000 00
James Bigler & Co.....	2,200 00
William M. Shakespear...	2,500 00
Trickey & Jewett.....	2,500 00
Watson & Pittinger.....	2,200 00
William White.....	2,100 00
Austin P. Brown.....	3,000 00
J. W. Gaskill & Sons....	2,350 00
Richard Fentress.....	2,350 00
George T. Wallace.....	†1,950 00

Class No. 12. White-pine mast-logs :

William M. Shakespear..	*1,160 00
Trickey & Jewett.....	1,800 00
Theodore Mosher.....	†973 00
Watson & Pittinger.....	1,470 00
R. J. & W. Neely & Co..	1,200 00

Class No. 13. White-pine plank, 4 in. wide :

J. W. Gaskill & Sons.....	*4,722 50
James Bigler & Co.....	5,524 00
Trickey & Jewett.....	5,121 00
Theodore Mosher.....	5,626 00
Watson & Pittinger.....	5,233 00
Austin P. Brown.....	5,992 00
R. J. & W. Neely & Co..	5,182 50

Accepted.

† Rejected.

‡ Class not awarded.

Joseph L. Savage.....	\$3642 50	Class No. 49. Screws of brass and iron:	
E. W. Barstow & Son....	770 62	George P. Goff.....	*\$473 77
Hyatt & Spencer.....	743 75	David Babcock & Co	594 17
Class No. 32. Iron wrought nails:		De Witt Bogardus	548 10
Hyatt & Spencer.....	*207 00	Joseph L. Savage.....	1426 60
David Babcock & Co.....	403 00	Hyatt & Spencer	511 28
De Witt Bogardus.....	348 00	Class No. 50. Files:	
Joseph L. Savage.....	†180 00	Hyatt & Spencer	*\$21 70
George P. Goff.....	223 00	De Witt Bogardus	919 90
Class No. 39. Iron cut nails:		Joseph L. Savage.....	872 15
George P. Goff.....	*392 25	William M. Walton	959 31
David Babcock & Co.....	625 50	George P. Goff.....	867 59
De Witt Bogardus.....	402 00	Class No. 51. Augers:	
Joseph L. Savage.....	†351 75	Hyatt & Spencer	*156 17
E. W. Barstow & Son....	552 25	David Babcock & Co	180 52
Hyatt & Spencer.....	474 25	De Witt Bogardus	†114 41
Class No. 42. Lead, pipe, sheet:		Joseph L. Savage.....	187 70
George P. Goff.....	*534 40	George P. Goff.....	163 99
David Babcock & Co.....	629 50	Class No. 52. Tools for stores:	
De Witt Bogardus.....	588 00	David Babcock & Co	*\$16 02
Joseph L. Savage.....	588 00	De Witt Bogardus	1,827 10
Merchant & Co.....	616 00	Joseph L. Savage.....	†273 10
Hyatt & Spencer.....	566 99	George P. Goff.....	363 99
Class No. 43. Zinc:		Hyatt & Spencer	472 30
Hyatt & Spencer.....	*217 50	Class No. 53. Tools for yard and shops:	
David Babcock & Co.....	235 00	Hyatt & Spencer	*163 91
De Witt Bogardus.....	240 00	David Babcock & Co	181 67
Joseph L. Savage.....	†208 75	De Witt Bogardus	204 95
George P. Goff.....	223 00	Joseph L. Savage.....	189 25
R. P. Cady.....	230 00	George P. Goff.....	175 00
Merchant & Co.....	225 00	Class No. 54. Hardware:	
Class No. 44. Tin:		Hyatt & Spencer	*1,590 67
Hyatt & Spencer.....	*1,169 38	David Babcock & Co	1,679 80
David Babcock & Co.....	1,196 46	De Witt Bogardus	1,892 65
De Witt Bogardus.....	†1,142 50	Joseph L. Savage.....	1,616 40
Joseph L. Savage.....	†1,081 00	George P. Goff.....	1,640 41
George P. Goff.....	1,189 50	Class No. 56. White lead:	
Merchant & Co.....	1,196 50	Davis, Chambers & Co...	*535 10
Class No. 45. Solder:		David Babcock & Co	602 50
George P. Goff.....	*105 00	De Witt Bogardus	†515 00
Merchant & Co.....	†105 00	Fahnestock, Schwartz & Co	560 00
David Babcock & Co.....	108 00	Joseph L. Savage.....	565 00
De Witt Bogardus.....	†99 00	George P. Goff.....	542 00
Joseph L. Savage.....	†84 00	James Symington.....	564 00
Hyatt & Spencer.....	148 50	R. P. Cady.....	†450 00
Class No. 48. Locks, hinges, &c.:		Hyatt & Spencer	540 00
George P. Goff.....	*442 50	Class No. 57. Zinc paint:	
David Babcock & Co.....	618 50	Hyatt & Spencer	*210 00
De Witt Bogardus.....	899 00	David Babcock & Co	230 00
Joseph L. Savage.....	510 25	De Witt Bogardus.....	220 00
Hyatt & Spencer.....	546 15	Joseph L. Savage.....	†210 00

*Accepted.

†Rejected.

; Decided by lot.

George P. Goff.....	\$230 00	Class No. 70. Dry-goods for upholstery:	
James Symington.....	223 80		
Class No. 58. Colored paints:		David Babcock & Co....	*\$180 00
George P. Goff.....	*525 00	De Witt Bogardus.....	190 83
David Babcock & Co....	730 50	Joseph L. Savage.....	1170 40
De Witt Bogardus.....	628 00	George P. Goff.....	181 95
Joseph L. Savage.....	620 50	Hyatt & Spencer.....	225 79
James Symington.....	634 20	Class No. 71. Stationery:	
Hyatt & Spencer.....	589 55	William Ballantyne.....	*283 91
Class No. 59. Linseed oil:		De Witt Bogardus.....	578 90
George P. Goff.....	*648 00	J. L. Kervaud.....	518 07
David Babcock & Co....	688 00	William H. Dempsey.....	1,432 40
De Witt Bogardus.....	712 00	Class No. 72. Crucibles:	
Joseph L. Savage.....	660 00	Hyatt & Spencer.....	*440 10
R. P. Cady.....	†648 00	David Babcock & Co....	515 50
Hyatt & Spencer.....	688 00	De Witt Bogardus.....	480 85
Judd Linseed and Sperm Oil Company.....	676 00	Joseph L. Savage.....	451 50
Class No. 60. Varnish, spirits turpentine:		William M. Walton.....	489 00
Hyatt & Spencer.....	*305 10	George P. Goff.....	451 50
David Babcock & Co....	336 50	Merchant & Co.....	489 00
De Witt Bogardus.....	†292 50	D. A. Trefethan.....	468 62
Joseph L. Savage.....	330 00	Class No. 73. Ship-chandlery:	
George P. Goff.....	330 75	George P. Goff.....	*519 25
James Symington.....	332 60	David Babcock & Co....	652 29
Class No. 63. Sperm and lard oil:		De Witt Bogardus.....	733 95
Judd Linseed and Sperm Oil Company.....	*607 50	Joseph L. Savage.....	544 35
David Babcock & Co....	620 00	Class No. 74. Acids:	
De Witt Bogardus.....	†597 50	George P. Goff.....	*31 50
Joseph L. Savage.....	†587 50	David Babcock & Co....	33 00
George P. Goff.....	615 00	De Witt Bogardus.....	†28 50
R. P. Cady.....	†529 50	Joseph L. Savage.....	†20 25
Hyatt & Spencer.....	615 00	R. P. Cady.....	45 00
Class No. 64. Tallow, soap:		Hyatt & Spencer.....	37 13
George P. Goff.....	*7 50	Class No. 75. Rosin, pitch, crude turpentine:	
David Babcock & Co....	9 50	Hyatt & Spencer.....	*247 00
De Witt Bogardus.....	10 00	David Babcock & Co....	281 00
Joseph L. Savage.....	†6 37	De Witt Bogardus.....	286 00
Hyatt & Spencer.....	16 25	Joseph L. Savage.....	263 00
Class No. 65. Glass:		George P. Goff.....	294 00
George P. Goff.....	*389 50	R. P. Cady.....	320 00
David Babcock & Co....	607 75	Class No. 77. Belting, packing:	
F. F. Sharp & Co.....	705 63	Hyatt & Spencer.....	*463 39
De Witt Bogardus.....	645 00	David Babcock & Co....	626 15
Joseph L. Savage.....	†386 50	De Witt Bogardus.....	487 02
Hyatt & Spencer.....	558 63	Joseph L. Savage.....	485 74
Class No. 69. Brushes:		William M. Walton.....	486 85
George P. Goff.....	*240 00	George P. Goff.....	500 40
David Babcock & Co....	258 12	James Symington.....	490 08
De Witt Bogardus.....	373 00	Class No. 78. Leather, pump, rigging, lacing:	
Joseph L. Savage.....	249 75	George P. Goff.....	*350 00
Hyatt & Spencer.....	274 40	David Babcock & Co....	391 00
		De Witt Bogardus.....	445 00

*Accepted.

†Rejected.

Joseph L. Savage \$371 00
Hyatt & Spencer 36 40

R. P. Cady \$4,100 00

Class No. 85. Anthracite coal :

William Guinand *543 00
De Witt Bogardus 545 00
Austin P. Brown 550 00
R. P. Cady 640 00

Class No. 88. Charcoal :

William T. Clarke *322 50
De Witt Bogardus 750 00
William Guinand 360 00
Austin P. Brown 360 00

Class No. 87. Bituminous coal:

William Guinand *4,190 00
De Witt Bogardus 5,000 00
Austin P. Brown 4,330 00

Class No. 89. Wood :

William Guinand *211 00
De Witt Bogardus 500 00
Joseph L. Savage 275 00
R. P. Cady 325 00

Opened in presence of—

I. HANSCOM, *Chief of Bureau.*
H. A. GOLDSBOROUGH, *Chief Clerk.*
B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, July 22, 1872.

Offers to furnish materials for the Navy, under the advertisement of the Bureau of Construction and Repair of June 22, 1872, at the navy-yard, Norfolk, Virginia.

Class No. 1. White-oak logs :

James A. Stott *\$3,080 00
James Bigler & Co. 5,200 00
William M. Shakespear... 3,520 00
Trickey & Jewett 4,320 00
Watson & Pittinger 3,920 00
William White 3,520 00
Austin P. Brown 5,200 00
A. J. Horsey 5,200 00
Richard Fentress 3,600 00
George T. Wallace 3,120 00

A. A. McCullough \$2,900 00
James Symington 3,010 00
Theodore Mosher 2,791 00
R. J. & W. Neely & Co.. 2,700 00

Class No. 15. White ash, elm, beech :

J. W. Gaskill & Sons.... *476 00
Trickey & Jewett 490 00
Watson & Pittinger 495 00
A. A. McCullough 480 00
Theodore Mosher 488 00
R. J. & W. Neely & Co.. 505 00

Class No. 3. White-oak curved timber :

Trickey & Jewett *960 00
William M. Shakespear... 1,240 00
James A. Stott 980 00
Watson & Pittinger 1,280 00
William White 1,100 00
A. J. Horsey 1,800 00
Richard Fentress 1,100 00
George T. Wallace 2,000 00

Class No. 16. White-ash oars :

David Babcock & Co.... *220 00
Taylor, Martin & Co.... 280 00
Watson & Pittinger 700 00
A. A. McCullough 400 00
J. W. Gaskill & Sons.... 222 00
F. A. Southmayd 230 00
J. W. Neely 336 00

Class No. 7. Yellow-pine logs :

James A. Stott *1,425 00
William M. Shakespear... 2,450 00
Trickey & Jewett 2,500 00
Watson & Pittinger 1,950 00
William White 1,700 00
Austin P. Brown 3,250 00
J. W. Gaskill & Sons.... 2,350 00
Richard Fentress 1,700 00
George T. Wallace 1,450 00

Class No. 20. Locust treenails :

Watson & Pittinger 518 00
Trickey & Jewett 700 00
James A. Stott *350 00
A. A. McCullough 490 00
J. W. Gaskill & Sons.... 357 00
R. J. & W. Neely & Co.. 525 00

Class No. 23. Black spruce :

David Babcock & Co.... *624 50
Trickey & Jewett 900 00
Watson & Pittinger 715 00
R. J. & W. Neely & Co.. 750 00
Joseph Wescott & Son.... 632 50

Class No. 13. White-pine plank, boards :

J. W. Gaskill & Sons.... *2,404 50
Trickey & Jewett 3,083 00
Watson & Pittinger 2,662 00

*Accepted.

Class No. 25. Lignum-vitæ:

A. A. McCullough.....	*\$240 00
David Babcock & Co.....	243 00
De Witt Bogardus.....	†234 25
Trickey & Jewett.....	263 75
George H. Creed.....	292 50

Class No. 32. Wrought iron, round and square:

Taylor, Martin & Co.....	*1,900 00
David Babcock & Co.....	2,567 50
Hyatt & Spencer.....	2,351 00
De Witt Bogardus.....	2,172 50
George H. Creed.....	2,047 50
Joseph L. Savage.....	1,965 00

Class No. 33. Wrought iron, flat:

George H. Creed.....	*406 00
David Babcock & Co.....	601 25
Hyatt & Spencer.....	488 00
De Witt Bogardus.....	508 50
Taylor, Martin & Co.....	443 50
Joseph L. Savage.....	445 00

Class No. 34. Iron plate:

Hyatt & Spencer.....	*247 50
David Babcock & Co.....	600 00
De Witt Bogardus.....	340 00
J. P. Moore.....	395 00
Taylor, Martin & Co.....	320 00
George H. Creed.....	460 00
Joseph L. Savage.....	380 00

Class No. 37. Iron spikes:

David Babcock & Co.....	*235 00
Hyatt & Spencer.....	237 50
De Witt Bogardus.....	255 00
J. P. Moore.....	240 00
Taylor, Martin & Co.....	290 00
George H. Creed.....	250 00
Joseph L. Savage.....	†202 00
E. W. Barstow & Son.....	240 00

Class No. 42. Lead, pipe, sheet:

Hyatt & Spencer.....	*51 25
David Babcock & Co.....	60 00
De Witt Bogardus.....	55 00
J. P. Moore.....	56 25
Taylor, Martin & Co.....	60 00
George H. Creed.....	60 00
Joseph L. Savage.....	60 00
Merchant & Co.....	55 00

Class No. 43. Zinc:

George H. Creed.....	*474 00
David Babcock & Co.....	555 00
Hyatt & Spencer.....	510 00
De Witt Bogardus.....	540 00
Taylor, Martin & Co.....	660 00
E. P. Cady.....	510 00
Joseph L. Savage.....	487 50
Merchant & Co.....	510 00

*Accepted.

Class No. 44. Tin:

David Babcock & Co.....	*\$220 00
Hyatt & Spencer.....	225 00
De Witt Bogardus.....	230 00
J. T. Moore.....	307 50
Taylor, Martin & Co.....	290 00
George H. Creed.....	300 00
Joseph L. Savage.....	†210 00
Merchant & Co.....	230 00

Class No. 45. Solder:

George H. Creed.....	*72 50
David Babcock & Co.....	90 00
Hyatt & Spencer.....	123 75
De Witt Bogardus.....	82 50
J. P. Moore.....	96 25
Taylor, Martin & Co.....	82 50
Joseph L. Savage.....	80 00
Merchant & Co.....	87 50

Class No. 43. Locks, hinges, &c.:

George H. Creed.....	*73 80
David Babcock & Co.....	84 00
Hyatt & Spencer.....	75 05
De Witt Bogardus.....	92 50
J. P. Moore.....	91 24
Taylor, Martin & Co.....	91 20
Joseph L. Savage.....	98 00

Class No. 49. Screws, of brass and iron:

George H. Creed.....	*519 69
David Babcock & Co.....	702 57
Hyatt & Spencer.....	639 71
De Witt Bogardus.....	672 95
J. P. Moore.....	713 11
Taylor, Martin & Co.....	685 30
James A. Stott.....	1,137 02
Joseph L. Savage.....	604 39

Class No. 50. Files:

Hyatt & Spencer.....	*45 75
De Witt Bogardus.....	48 10
J. P. Moore.....	61 10
Taylor, Martin & Co.....	54 45
William M. Walton.....	53 54
George H. Creed.....	54 20
Joseph L. Savage.....	53 75

Class No. 51. Augers:

Hyatt & Spencer.....	*264 98
David Babcock & Co.....	300 45
De Witt Bogardus.....	267 20
J. P. Moore.....	313 00
Taylor, Martin & Co.....	325 50
James A. Stott.....	280 00
George H. Creed.....	271 00
Joseph L. Savage.....	306 00

Class No. 52. Tools for stores:

Hyatt & Spencer.....	*77 88
David Babcock & Co.....	95 10
De Witt Bogardus.....	†69 75

†Rejected.

J. P. Moore.....	\$78 75	Class No. 60. Varnish, spirits turpentine :	
Taylor, Martin & Co.....	93 00	James Symington.....	*\$709 25
George H. Creed.....	83 25	David Babcock & Co.....	784 00
Joseph L. Savage.....	176 05	Hyatt & Spencer.....	737 00
Class No. 53. Tools for yard and shops :		De Witt Bogardus.....	803 75
Hyatt & Spencer.....	*459 88	James A. Stott.....	832 50
David Babcock & Co.....	740 62	George H. Creed.....	792 50
De Witt Bogardus.....	592 70	Joseph L. Savage.....	747 75
J. P. Moore.....	501 60	Class No. 63. Sperm and lard oil.	
Taylor, Martin & Co.....	592 50	Judd Linseed and Sperm Oil Company.....	*827 50
George H. Creed.....	633 10	David Babcock & Co.....	887 50
Joseph L. Savage.....	†299 70	Hyatt & Spencer.....	835 50
Class No. 54. Hardware :		De Witt Bogardus.....	†820 00
Hyatt & Spencer.....	*340 81	James A. Stott.....	1,050 00
David Babcock & Co.....	417 00	George H. Creed.....	851 00
De Witt Bogardus.....	380 00	Joseph L. Savage.....	†803 25
J. P. Moore.....	404 79	Class No. 64. Tallow, soap :	
Taylor, Martin & Co.....	410 81	George H. Creed.....	*100 00
George H. Creed.....	434 30	David Babcock & Co.....	110 00
Joseph L. Savage.....	†292 55	Hyatt & Spencer.....	105 00
Class No. 56. White lead :		De Witt Bogardus.....	115 00
Hyatt & Spencer.....	*457 18	Taylor, Martin & Co.....	140 00
David Babcock & Co.....	515 00	James A. Stott.....	130 00
De Witt Bogardus.....	472 50	Joseph L. Savage.....	†97 50
James A. Stott.....	650 00	R. J. & W. Neely & Co..	140 00
George H. Creed.....	474 75	Class No. 63. Glass :	
James Symington.....	469 10	George H. Creed.....	*59 40
R. P. Cady.....	†410 00	David Babcock & Co.....	82 80
Joseph L. Savage.....	497 50	Hyatt & Spencer.....	75 24
David, Chambers & Co..	470 00	De Witt Bogardus.....	144 00
Class No. 57. Zinc-paint :		Taylor, Martin & Co.....	90 00
George H. Creed.....	*87 00	Joseph L. Savage.....	†47 70
David Babcock & Co.....	117 50	Class No. 69. Brushes :	
Hyatt & Spencer.....	105 00	George H. Creed.....	*178 50
De Witt Bogardus.....	110 00	David Babcock & Co.....	235 25
James A. Stott.....	200 00	Hyatt & Spencer.....	202 35
James Symington.....	118 40	De Witt Bogardus.....	253 25
R. P. Cady.....	90 00	Taylor, Martin & Co.....	246 00
Joseph L. Savage.....	105 00	Joseph L. Savage.....	197 75
Class No. 58. Colored paints, dryers :		Class No. 70. Dry-goods for upholstering :	
Hyatt & Spencer.....	*172 58	Hyatt & Spencer.....	*91 06
David Babcock & Co.....	212 65	David Babcock & Co.....	96 50
De Witt Bogardus.....	185 20	De Witt Bogardus.....	†82 25
George H. Creed.....	187 15	Taylor, Martin & Co.....	128 75
James Symington.....	173 58	George H. Creed.....	94 50
Joseph L. Savage.....	†135 25	Joseph L. Savage.....	107 50
Class No. 59. Linseed oil :		Class No. 71. Stationery :	
Judd Linseed and Sperm Oil Company.....	*691 00	William Ballantyne.....	*203 45
David Babcock & Co.....	708 00	De Witt Bogardus.....	238 15
Hyatt & Spencer.....	701 00	James A. Stott.....	252 25
De Witt Bogardus.....	735 00	William H. Dempsey.....	205 95
James A. Stott.....	925 0		
George H. Creed.....	714 00		
R. P. Cady.....	†618 00		
Joseph L. Savage.....	†685 00		

*Accepted.

†Rejected.

Class No. 72. Crucibles:

Hyatt & Spencer.....	*\$259 20
David Babcock & Co.....	321 60
De Witt Bogardus.....	283 20
Taylor, Martin & Co.....	300 00
William M. Walton.....	288 00
George H. Creed.....	268 80
Joseph L. Savage.....	288 00
Merchant & Co.....	288 00
D. A. Trefethan.....	276 00

Class No. 73. Ship-chandlery:

George H. Creed.....	*320 30
David Babcock & Co.....	427 00
De Witt Bogardus.....	†304 16
Taylor, Martin & Co.....	354 65
Joseph L. Savage.....	†266 82

Class No. 74. Acids:

Hyatt & Spencer.....	*150 25
David Babcock & Co.....	298 00
De Witt Bogardus.....	175 00
George H. Creed.....	186 00
Joseph L. Savage.....	†144 00

Class No. 75. Rosin, pitch, &c:

David Babcock & Co.....	*90 50
Hyatt & Spencer.....	91 25
De Witt Bogardus.....	†87 50
Taylor, Martin & Co.....	225 00
George H. Creed.....	91 00
R. P. Cady.....	139 50
Joseph L. Savage.....	96 25

Class No. 77. Belting, packing:

James Symington.....	*\$476 00
David Babcock & Co.....	589 50
Hyatt & Spencer.....	482 88
De Witt Bogardus.....	†431 25
J. P. Moore.....	548 50
Taylor, Martin Co.....	552 50
William M. Walton.....	491 75
George H. Creed.....	532 50
Joseph L. Savage.....	†461 25

Class No. 78. Leather, pump, rigging, lacing:

George H. Creed.....	*176 00
Hyatt & Spencer.....	187 50
Taylor, Martin & Co.....	287 50
Joseph L. Savage.....	207 00
De Witt Bogardus.....	†176 00

Class No. 85. Anthracite coal:

A. A. McCullough.....	*615 00
De Witt Bogardus.....	650 00

Class No. 88. Charcoal:

Taylor, Martin & Co.....	*375 00
De Witt Bogardus.....	450 00
James A. Stott.....	432 50
A. A. McCullough.....	550 00
George H. Creed.....	1, 250 00

Class No. 90. Patented articles:

William M. Walton.....	*170 00
David Babcock & Co.....	750 00
De Witt Bogardus.....	710 00
Taylor, Martin & Co.....	700 00
Joseph L. Savage.....	†150 00

Opened in presence of—

I. HANSCOM, *Chief of Bureau.*H. A. GOLDSBOROUGH, *Chief Clerk.*B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, July 22, 1872.

Offers to furnish materials for the Navy, under the advertisement of the Bureau of Construction and Repair of June 22, 1872, at the navy-yard, Mare Island, California.

Class No. 2. White-oak keel-pieces:

Watson & Pittinger.....	*\$1,004 26
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Class No. 4. Oregon pine deck-plank:

Jason Springer.....	*892 50
J. De La Montanya.....	1,190 00
S. L. Mastick & Co.....	1,445 00

Class No. 7. Oregon pine logs:

Jason Springer.....	*1,279 68
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*Accepted.

J. De La Montanya.....	\$2,214 24
S. L. Mastick & Co.....	1,999 50

Class No. 8. Oregon pine beams:

Jason Springer.....	*1,449 12
J. De La Montanya.....	2,535 96
S. L. Mastick & Co.....	2,264 25

Class No. 9. Oregon pine mast-timber:

Jason Springer.....	*3,510 00
J. De La Montanya.....	5,625 00
S. L. Mastick & Co.....	6,500 00

†Rejected.

Class No. 13. Sugar - pine boards:

Jason Springer	*\$2,430 00
J. De La Montanya	3,210 00
S. L. Mastick & Co	3,425 00

Class No. 15. White ash, red-wood:

S. L. Mastick & Co	*2,190 00
J. De La Montanya	2,275 00

Class No. 22. Cedar:

S. L. Mastick & Co	*937 50
Jason Springer	1,062 50
J. De La Montanya	1,250 00

Class No. 32. Wrought iron, round and square:

Linforth, Kellogg & Co...	*2,155 00
David Babcock & Co	2,356 25
De Witt Bogardus	†2,035 00
George H. Creed	2,440 00

Class No. 33. Wrought iron, flat:

Linforth, Kellogg & Co...	*2,072 50
David Babcock & Co	2,770 00
De Witt Bogardus	2,170 00
George H. Creed	2,427 50

Class No. 34. Iron plate:

George H. Creed	*947 50
David Babcock & Co	1,081 25
De Witt Bogardus	990 00
Linforth, Kellogg & Co ..	950 00

Class No. 35. Steel:

Pillsbury, Webb & Co...	*1,135 57
De Witt Bogardus	†992 00
George H. Creed	1,216 00
Linforth, Kellogg & Co ..	1,152 00

Class No. 37. Iron spikes:

Linforth, Kellogg & Co ..	*825 00
Pillsbury, Webb & Co...	911 12 ¹ / ₂
David Babcock & Co	938 75 ¹ / ₂
De Witt Bogardus	960 00
George H. Creed	1,080 00

Class No. 38. Iron wrought nails:

Linforth, Kellogg & Co ..	*333 00
Rockwell, Coye & Co....	345 25
Pillsbury, Webb & Co	341 50
David Babcock & Co	441 50
De Witt Bogardus	399 00
George H. Creed	513 00

Class No. 39. Iron cut nails:

William M. Walton	*753 00
Rockwell, Coye & Co....	1,057 75

*Accepted.

Pillsbury, Webb & Co ...	\$1,045 15
David Babcock & Co	1,059 00
De Witt Bogardus	921 00
George H. Creed	1,149 00
Linforth, Kellogg & Co ..	903 00

Class No. 43. Zinc:

David Babcock & Co	*120 00
Rockwell, Coye & Co....	130 00
De Witt Bogardus	135 00
George H. Creed	200 00

Class No. 44. Tin:

David Babcock & Co	*1,714 00
Rockwell, Coye & Co....	1,790 00
De Witt Bogardus	†1,670 00
George H. Creed	2,030 00

Class No. 48. Locks, hinges, &c.:

George H. Creed	*1,530 80
Rockwell, Coye & Co....	2,339 26
Pillsbury, Webb & Co....	2,017 19
David Babcock & Co	1,748 27
De Witt Bogardus	1,690 54
Linforth, Kellogg & Co ..	1,594 31

Class No. 49. Screws of brass and iron:

Linforth, Kellogg & Co..	*535 50
Hyatt & Spencer	544 09
Rockwell, Coye & Co....	617 26
Pillsbury, Webb & Co....	543 75
David Babcock & Co	550 00
De Witt Bogardus	551 30
George H. Creed	638 30

Class No. 50. Files:

Linforth, Kellogg & Co..	*1,149 60
Hyatt & Spencer	1,423 77
Rockwell, Coye & Co....	1,581 16
Pillsbury, Webb & Co....	1,499 68
De Witt Bogardus	1,176 65
William M. Walton	1,229 95
George H. Creed	1,245 09

Class No. 51. Augers:

Linforth, Kellogg & Co..	*732 65
Hyatt & Spencer	777 56
Rockwell, Coye & Co....	885 55
Pillsbury, Webb & Co....	804 04
David Babcock & Co....	909 50
De Witt Bogardus	845 00
George H. Creed	909 40

Class No. 53. Tools for yard and shops:

David Babcock & Co....	*619 52
Rockwell, Coye & Co....	691 82
Pillsbury, Webb & Co ..	729 94
De Witt Bogardus	†484 65
Linforth, Kellogg & Co..	625 20

†Rejected.

Class No. 54. Hardware :

Linforht, Kellogg & Co..	*\$1,339 47
Rockwell, Coye & Co.	1,541 15
Pillsbury, Webb & Co....	1,521 70
David Babcock & Co.....	1,514 15
De Witt Bogardus.....	1,703 39
George H. Creed	1,442 35

Class No. 56. White lead :

Whittier, Fuller & Co....	*\$367 50
David Babcock & Co.....	\$367 50
De Witt Bogardus.....	375 00
James Symington.....	420 00
George H. Creed.....	420 00
T. B. Taylor & Co.....	375 00

Class No. 57. Zinc paint :

David Babcock & Co....	*\$210 00
De Witt Bogardus.....	\$200 00
Whittier, Fuller & Co.....	222 00
James Symington.....	260 00
George H. Creed	280 00
T. B. Taylor & Co.....	250 00

Class No. 58. Colored paints, dryers :

Whittier, Fuller & Co....	*\$342 50
David Babcock & Co.....	417 50
De Witt Bogardus.....	454 40
James Symington.....	521 20
George H. Creed	616 00
T. B. Taylor & Co.....	432 45
J. D. & W. H. Farwell... *	659 00

Class No. 59. Linseed oil.

Whittier, Fuller & Co..	*1,341 00
David Babcock & Co.....	1,447 00
De Witt Bogardus.....	†1,305 00
George H. Creed.....	1,590 00
T. B. Taylor & Co.....	1,470 00

Class No. 60. Varnish, spirits
turpentine :

Whittier, Fuller & Co....	*\$44 50
David Babcock & Co.....	900 80
De Witt Bogardus.....	875 50
James Symington.....	1,350 90
George H. Creed.....	978 00
T. B. Taylor & Co.....	874 70
J. D. & W. H. Farwell ...	1,322 00

Class No. 63. Sperm and lard
oil :

Whittier, Fuller & Co....	*\$850 00
David Babcock & Co.....	1,020 00
De Witt Bogardus	945 00
George H. Creed.....	1,000 00
T. B. Taylor & Co.....	950 00

Class No. 64. Tallow, soap :

David Babcock & Co.....	*\$85 00
De Witt Bogardus.....	137 50

* Accepted.

† Rejected.

George H. Creed.....	\$100 00
T. B. Taylor & Co.....	\$167 50
J. D. & W. H. Farwell....	101 25

Class No. 65. Fish oil :

Whittier, Fuller & Co....	*\$2 50
David Babcock & Co.....	160 50
De Witt Bogardus.....	97 50
George H. Creed.....	180 00
T. B. Taylor & Co.....	90 00
J. D. & W. H. Farwell ...	127 50

Class No. 68. Glass :

George H. Creed.....	*\$95 00
David Babcock & Co.....	125 00
De Witt Bogardus.....	†91 00
Whittier, Fuller & Co....	97 50

Class No. 69. Brushes :

Whittier, Fuller & Co....	*\$183.25
De Witt Bogardus.....	205 00
George H. Creed.....	190 00
J. D. & W. H. Farwell....	289 50

Class No. 71. Stationery :

William Ballantyne.....	*\$382 80
William H. Dempsey.....	686 50
John G. Hodge & Co.....	434 96

Class No. 72. Crucibles :

William M. Walton.....	*\$108 00
Pillsbury, Webb & Co....	157 75
David Babcock & Co.....	151 00
De Witt Bogardus.....	130 00
George H. Creed.....	180 00
Linforht, Kellogg & Co...	156 00

Class No. 73. Ship-chandlery :

David Babcock & Co.....	*\$408 50
De Witt Bogardus.....	†350 00
George H. Creed.....	435 00
J. D. & W. H. Farwell....	609 00

Class No. 74. Acids :

David Babcock & Co....	*\$210 00
De Witt Bogardus.....	250 00
George H. Creed.....	275 00

Class No. 77. Belting, packing :

Pillsbury, Webb & Co....	*\$419 90
Rockwell, Coye & Co.....	436 00
David Babcock & Co.....	477 20
De Witt Bogardus.....	429 00
George H. Creed.....	568 50

Class No. 78. Leather, pump,
rigging, lacing :

Rockwell, Coye & Co....	*\$123 75
David Babcock & Co.....	165 00
De Witt Bogardus.....	177 50
George H. Creed.....	140 00

‡ Decided by lot.

|| Received too late.

Class No. 82. Bellows :

Pillsbury, Webb & Co....	*\$52 56
Rockwell, Coye & Co....	56 00
De Witt Bogardus.....	120 00
George H. Creed.....	240 00

Class No. 85. Anthracite coal:

George S. Hoag.....	*920 00
David Babcock & Co....	1,160 00
De Witt Bogardus.....	†840 00

Class No. 87. Bituminous coal :

David Babcock & Co....	*\$3,490 00
De Witt Bogardus.....	†2,250 00
George S. Hoag.....	4,200 00

Class No. 88. Charcoal :

George S. Hoag.....	*495 00
De Witt Bogardus.....	750 00
J. De La Montanya.....	500 00

Opened in presence of—

I. HANSCOM, *Chief of Bureau.*
H. A. GOLDSBOROUGH, *Chief Clerk.*
B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, *July 22, 1872.*

No. 10.

MARINE CORPS.

HEADQUARTERS MARINE CORPS,
Washington, October 22, 1872.

SIR: I have the honor to report to the Department that during the past year the various duties assigned to the Marine Corps have been faithfully performed, and the conduct and efficiency of the troops have been such as to meet the approbation of the commandants of the several naval stations.

The general return of the corps shows that on the 1st instant there were 2,293 enlisted men in the service. Of these number about 1,000 are on board vessels in commission, and the remainder distributed at the several shore-stations in such manner as to meet the requirements of the service.

At the regular annual inspections the troops on shore were found in their usual good condition, their discipline and drill all that could be desired, and the public property under their immediate charge in good order and well cared for. At the several stations where there are permanent barracks the quarters of officers and men have been kept in good repair with the ordinary appropriation for that purpose, and require nothing in addition at the present time. With regard to the stations of Annapolis, Pensacola, and Norfolk, where there are no barracks, I cannot but renew the recommendation I have heretofore made, that an appropriation be asked from Congress to erect new quarters for officers and men, and especially at the navy-yard at Norfolk, which has again become one of our principal naval stations. The marines at this station are still quartered on board the *St. Lawrence*, an old hulk, fast crumbling to decay, and in every respect unfit for the proper accommodation of troops. As a temporary expedient these quarters have perhaps answered well enough; but as this ship cannot be used for this purpose much longer, I consider that arrangements should be made at as early a day as possible to quarter the men in a proper barracks, where they would be relieved from the onerous duty of keeping in order a large vessel, which necessarily consumes a great portion of time that could be

devoted to their military instruction and drill. I earnestly invoke the attention of the Department to this subject.

In the early part of the present year the number of men in service became so much reduced by desertions, discharges, &c., that it became necessary to make extra exertions to fill up the ranks, and accordingly, under orders from the Department, several recruiting-stations were established in the interior, under officers selected for the purpose.

These officers have been zealous in the discharge of this duty, and their efforts have been rewarded with considerable success, yet owing to the many desertions that have occurred during the past summer, the corps is still two hundred men short of its legal complement.

The crime of desertion, I regret to report, continues very prevalent in the corps, notwithstanding every effort has been made by the several commanding officers to check it. I had been under the impression that these desertions were caused, in a great measure, by the reduction of pay which took place July 1, 1871; but the pay has since been restored to what it was at that date, and yet the desertions seem to have since increased, rather than diminished, as many as eighty men having left one station alone in the quarter ending September 30, 1872. These desertions entail serious loss upon the Government, and when carried to such a great extent have a tendency to demoralize the whole service.

Every effort has been made, under the regulations, to apprehend and bring to punishment these offenders, but the facilities of escape are so great that but few are taken; and the severe punishment inflicted on these seems to have no effect in deterring others from breaking their solemn obligations to the Government.

As I understand this wholesale desertion is not confined to the Marine Corps, but is shared alike by the Army and Navy proper, I consider the subject one deserving the serious attention of Congress.

The duties of the several staff departments have been performed with the accustomed zeal and fidelity, and the public disbursements for the support of the corps have been economically made, and confined to the absolute demands of the service.

I am, very respectfully, your obedient servant,

J. ZEILIN,

Brigadier-General and Commandant.

Hon. GEO. M. ROBESON,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Washington, August 24, 1872.

SIR: I respectfully forward to the Department, in triplicate, "estimates of appropriations for the Quartermaster's Department, United States Marine Corps," for the fiscal year ending June 30, 1874.

I also inclose a letter from the quartermaster in relation to the estimates.

I have the honor to be, very respectfully, your obedient servant,

J. ZEILIN,

Brigadier-General and Commandant.

Hon. GEO. M. ROBESON,
Secretary of the Navy, Washington, D. C.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1874, by the Quartermaster's Department, Marine Corps.

Detailed objects of expenditure, and explanation.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
PROVISIONS.		
1,333 non-commissioned officers, musicians, privates, and washerwomen, 365 days, one ration per day, 486,545 rations, at 25 cents per ration, is.....	\$121,636 25	\$126,501 70
CLOTHING.		
2,500 non-commissioned officers, musicians and privates, at \$61.72 per annum, (actual cost per contract 1872-'73) is \$154,300, and 800 watch-coats, at \$16.67 each, is \$13,336; in all.....	167,636 00	129,650 00
FUEL.		
4,408 cords of wood, as follows: One brigadier-general, one colonel, two lieutenant-colonels, four majors, three staff majors, twelve captains, two staff captains, thirty first and second lieutenants, fourteen hundred non-commissioned officers, musicians, privates, washerwomen, and servants, six hospitals, one armory, seven mess-rooms for officers, sixteen offices for commandant and staff, and commanding officers at post, eight rooms for officers of day, ten guard-rooms at barracks and navy-yards, three clothing and other supply stores. One-fourth additional on 2,400 cords, quantity supposed to be required in latitude north 36 degrees, from September 1 to April 30, 600 cords, amounting to, in all, 4,408 cords, which, at \$7 per cord, is.....	30,856 00	30,856 00
MILITARY STORES.		
Pay of mechanics, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fife, and other instruments.....	10,000 00	10,000 00
TRANSPORTATION AND RECRUITING.		
Transportation of troops, and for expenses of recruiting.....	12,000 00	12,000 00
REPAIR OF BARRACKS.		
Repair of barracks, and rent of offices where there are no public buildings.....	10,000 00	10,000 00
CONTINGENCIES.		
For hire of quarters for officers where there are no public buildings.....	18,344 00	16,500 00
Forage for public horses, and for field and staff officers' horses.....	7,200 00	6,000 00
"For printing and binding, to be executed under the direction of the Congressional Printer," as per act May 8, 1872.....	5,000 00	
For freight, ferrriage, toll, cartage, wharfage, purchase and repair of boats, per diem for constant labor; burial of deceased marines; stationery, telegraphing, apprehension of deserters, oil, gas, candles, repair of gas and water fixtures, water-rent; barrack-furniture, furniture for officers' quarters, and for staff and commanding officers' offices, bed-sacks, wrapping-paper, oil-cloth, crash, rope, twine, spades, shovels, axes, picks, carpenters' tools; repair to fire-engines, purchase and repair of engine-hose; purchase of lumber for benches, bunks, &c; repairs to public carryall; purchase and repair of harness; purchase and repair of hand-carts and wheelbarrows; scavengering; purchase and repair of galleys, cooking-stoves, ranges, &c.; stoves where there are no grates; gravel, &c., for parade-grounds; repair of pumps; brushes, brooms, buckets, paving, and for other purposes.....	30,000 00	25,000 00

Respectfully submitted.

W. B. SLACK,
Quartermaster Marine Corps.

**HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, August 24, 1872.**

SIR: I have the honor to transmit herewith duplicate "estimates of appropriations for the service of the fiscal year ending June 30, 1874, by Quartermaster's Department, Marine Corps."

These estimates vary from those submitted for fiscal year ending June 30, 1873, in the following particulars:

The price of rations has been reduced from 26 to 25 cents per ration, making the amount asked for \$4,865.45 less than appropriated for current fiscal year.

The sum asked for clothing has been increased in consequence of the increased cost of material generally, as appears by contracts for present fiscal year as compared with last.

The items for hire of quarters for officers and forage for public horses, &c. have been slightly increased to meet the demands of the service.

In accordance with an act of Congress approved May 8, 1872, I have inserted the sum of \$5,000 "for printing and binding, to be executed under the direction of the Congressional Printer."

I also inclose duplicate schedules of proposals received for rations, fuel, and supplies, current fiscal year.

I am, very respectfully, your obedient servant,

W. B. SLACK,
Quartermaster Marine Corps.

Brigadier-General J. ZEILIN,
Commandant Marine Corps, Headquarters.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1874,
by the Paymaster's Department of the United States Marine Corps.*

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
41 OF OFFICERS, NON-COMMISSIONED OFFICERS, MUSICIANS, PRIVATES, AND OTHERS OF THE UNITED STATES MARINE CORPS.		
Brigadier-general, commandant, per act of June 30, 1834, (4 Stat. at L., p. 51, sec. 4, 5.)	\$5,500 00	
Major, per act of March 2, 1847, (9 Stat. at L., p. 155, sec. 3.)	4,500 00	
Lieutenant-colonel, per act of August 5, 1854, (10 Stat. at L., p. 586, sec. 1.)	8,000 00	
Lieutenant-colonel, retired, per act of February 21, 1857, (11 Stat. at L., p. 3, sec. 1.)	3,000 00	
Major, per act of July 17, 1862, (12 Stat. at L., p. 594, sec. 2.)	13,750 00	
Major, retired, per act of June 30, 1864, (13 Stat. at L., p. 144, sec. 1.)	4,875 00	
Paymaster and inspector, 1 paymaster and 1 quartermaster, per act of March 3, 1865, (13 Stat. at L., p. 487, sec. 1.)	10,500 00	
Assistant quartermasters, per act of July 28, 1866, (14 Stat. at L., p. 334, sec. 13.)	5,600 00	
Assistant quartermaster, retired, per act of July 28, 1866, (14 Stat. at L., p. 334, sec. 37.)	2,100 00	
Captain, per act of March 2, 1867, (14 Stat. at L., p. 422, sec. 1.)	43,200 00	
Captain, retired, per act of March 2, 1867, (14 Stat. at L., p. 517, sec. 7.)	6,615 00	
First lieutenant, per act of July 15, 1870.	51,000 00	
Second lieutenant, per act of May 15, 1873, (secs. 1, 2, 3, 4)	43,128 00	
Third lieutenant, retired.	3,150 00	
First major, 1 quartermaster-sergeant, and 1 drum-major	1,080 00	
Drum of the band	900 00	
First sergeants	15,600 00	
Sergeants	35,290 00	
Privates	41,040 00	
Musicians of the band	9,492 00	
Drummers and fifers.	18,432 00	

Estimates of appropriations required for the services of the fiscal year, &c.—Continued.

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1873.
2,000 privates	\$396,000 00	
9 clerks to brigadier-general, adjutant and inspector, quartermaster, and paymaster.	12,600 00	
1 messenger at headquarters	971 00	
1 clerk and 1 messenger in the assistant quartermaster's office, Philadelphia.	1,378 00	
1 hospital-steward at headquarters	750 00	
Undrawn clothing	25,000 00	
Allowance to officers traveling under orders	5,000 00	
Postage on public mail-matter	1,000 00	
Printing and binding under direction of the Congressional Printer, per act of May 8, 1872, (sec. 2.)	300 00	
	769,939 00	\$678,145 00

NOTE.—This estimate exceeds the sum appropriated for the fiscal year ending June 30, 1873, by \$91,794, caused by the increase of pay of the enlisted men of the corps, authorized by an act increasing the pay of the enlisted men of the Army, approved May 15, 1872.

Respectfully submitted.

J. C. CASH,
Paymaster Marine Corps.

ABSTRACT OF OFFERS RECEIVED FOR FURNISHING RATIONS, FUEL, AND SUPPLIES TO THE UNITED STATES MARINE CORPS, UNDER THE COGNIZANCE OF THE QUARTERMASTER'S DEPARTMENT.

Offers for rations under advertisement dated April 25, 1872.

	Per hundred.		Per hundred.
At Portsmouth, N. H.:		At Philadelphia, Pa.:	
Peter Higgins	\$35 00	John Sweeney	\$25 75
Samuel J. Gerrish	34 75	James J. Convery	24 65
N. F. Mathes	*34 50	Walter Reckless	*24 62
At Charlestown, Mass.:		John C. Gilbert	25 50
Peter Higgins	*31 50	Samuel J. Gerrish	30 50
Samuel J. Gerrish	33 50	N. F. Mathes	30 00
N. F. Mathes	32 00		
At Brooklyn, N. Y.:		At Washington, D. C.:	
James J. Convery	25 75	Frank Hume	19 99½
Walter Reckless	26 25	H. W. Hall	17 78
Peter Higgins	29 00	Walter Reckless	24 75
John C. Gilbert	*25 60	John C. Gilbert	*17 75
Samuel J. Gerrish	31 25	Samuel J. Gerrish	31 00
N. F. Mathes	30 00	N. F. Mathes	25 00
At Annapolis, Md.:		At Gosport, Va.:	
John Kealy	22 60	Samuel J. Gerrish	36 00
John C. Gilbert	*22 55	N. F. Mathes	36 95
Samuel J. Gerrish	29 75	N. Baum	36 06
N. F. Mathes	31 00	Kimberly Brothers	*35 16
At Pensacola, Fla.:		At Mare Island, Cal.:	
Thomas C. Quayle	26 97	James F. Tobin	25 00
Russell & Hall	36 00	Williston & Brownlie	29 50
Samuel J. Gerrish	32 75	Samuel J. Gerrish	31 33
N. F. Mathes	*26 95	N. F. Mathes	*24 95
Hugh McHatton	28 25		

*Accepted.

Offers for fuel under advertisement dated April 26, 1872.

	Wood per cord.
At Portsmouth, N. H. :	
Samuel J. Gerrish.....	*\$8 75
Russell & Odion.....	8 87

	Coal per ton.
Samuel J. Gerrish.....	8 00
E. O. Walker & Co.....	7 70
Russell & Odion.....	7 87
W. H. Sise.....	*7 25

	Wood per cord.
At Charlestown, Mass. :	
Samuel J. Gerrish.....	*11 55
Samuel Knight.....	12 00

	Coal per ton.
Samuel J. Gerrish.....	8 25
Samuel Knight.....	*7 25

	Wood per cord.
At Gosport, Va. :	
Peters Brothers.....	*5 50

	Coal per ton.
Peters Brothers.....	*7 75

	Wood per cord.
At Annapolis, Md. :	
John Kealy.....	*5 90
Sol. Phillips.....	6 90
F. W. Classen.....	10 00

	Wood per cord.
At Pensacola, Fla. :	
James D. Kenny.....	5 39
Hugh McHatton.....	5 65
Thomas C. Quayle.....	*4 81

	Wood per cord.
At Brooklyn, N. Y. :	
Thomas Kelly.....	*\$9 25

	Coal per ton.
Albert W. Roome.....	*6 25

	Wood per cord.
At Philadelphia, Pa. :	
James J. Convery.....	9 85
Walter Reckless.....	*9 75

	Coal per ton.
James J. Convery.....	*5 65
William Jordan.....	6 00

	Wood per cord.
At Washington, D. C. :	
William H. Barbour.....	*9 00

	Coal per ton.
William H. Barbour.....	*7 85

	Wood per cord.
At Mare Island, Cal. :	
N. F. Mathes.....	11 00
James G. Johnson.....	10 15
A. Powell.....	13 50
G. I. Hoag.....	*10 00

	Coal per ton.
N. F. Mathes.....	*23 00
A. M. Ebbetts.....	24 88
A. Powell.....	34 00
G. I. Hoag.....	30 00

Offers for supplies under advertisement dated May 1, 1872.

Class No. 1, kerseys, &c. :	
M. P. Williams.....	\$69,950 00
James Dearie.....	67,640 00
Peter Higgins.....	69,277 00
William Mathews.....	68,810 00
P. Van Volkenburgh & Co.....	60,696 00
Charles Barnum.....	*60,150 00

Class No. 2, flannels, &c. :	
James Dearie.....	†21,720 00
William Mathews.....	*23,990 00
P. Van Volkenburgh & Co.....	24,094 00
Charles Barnum.....	25,170 00

Class No. 3, linens, &c. :	
William Mathews.....	11,320 00
P. Van Volkenburgh & Co.....	13,100 00
Charles Barnum.....	*9,996 00
George Milliken & Son.....	10,230 00
William E. Savage.....	†7,960 00

Class No. 4, uniform caps, &c. :	
Bent & Bush.....	*5,686 50
George D. Putnam.....	5,961 00
Walton Brothers.....	6,285 00

*Accepted.

Class No. 5, military equipments :	
Walton Brothers.....	\$1,978 95
Scovill Manufacturing Company.....	†845 75
Horstmann Brothers & Co.....	*1,871 50

Class No. 6, booties :	
Jacob Roedel.....	13,880 00
J. Freeman & Co.....	17,920 00
J. W. Frazier.....	*13,600 00
D. C. Mayne.....	15,840 00
C. R. Williamson.....	15,200 00
Charles Temple.....	15,040 00

Class No. 7, knapsacks, &c. :	
Walton Brothers.....	†3,522 00
George H. Creed.....	3,898 00
Horstmann Brothers & Co.....	*3,351 20

Class No. 8, making and trimming clothing :	
Jacob Reed.....	30,171 95
Rockhill & Wilson.....	38,229 45
Isaac C. Noe.....	31,431 25
Charles Barnum.....	*28,272 55

†For part of a class.

W. B. SLACK,
Quartermaster Marine Corps.

ABSTRACT OF OFFERS RECEIVED FOR FURNISHING RATIONS, FUEL, AND SUPPLIES TO THE UNITED STATES MARINE CORPS, UNDER THE COGNIZANCE OF THE QUARTERMASTER'S DEPARTMENT.

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	Per hundred.		Per hundred.
At Portsmouth, N. H.:		At Philadelphia, Pa.:	
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N. F. Mathes	*34 50	Walter Reckless	*24 62
At Charlestown, Mass.:		John C. Gilbert	25 50
Peter Higgins	*31 50	Samuel J. Gerrish	30 50
Samuel J. Gerrish	33 50	N. F. Mathes	30 00
N. F. Mathes	32 00	At Washington, D. C.:	
At Brooklyn, N. Y.:		Frank Hume	19 99½
James J. Convery	25 75	H. W. Hall	17 78
Walter Reckless	26 25	Walter Reckless	24 75
Peter Higgins	29 00	John C. Gilbert	*17 75
John C. Gilbert	*25 60	Samuel J. Gerrish	31 00
Samuel J. Gerrish	31 25	N. F. Mathes	25 00
N. F. Mathes	30 00	At Gosport, Va.:	
At Annapolis, Md.:		Samuel J. Gerrish	36 00
John Kealy	22 60	N. F. Mathes	36 95
John C. Gilbert	*22 55	N. Baum	36 06
Samuel J. Gerrish	29 75	Kimberly Brothers	*35 16
N. F. Mathes	31 00	At Mare Island, Cal.:	
At Pensacola, Fla.:		Jas. F. Tobin	25 00
Thos. C. Quayle	\$26 97	Willitson & Brownlie	29 50
Russell & Hall	36 00	Samuel J. Gerrish	31 33
Samuel J. Gerrish	32 75	N. F. Mathes	*24 95
N. F. Mathes	*26 95		
Hugh McHatton	28 25		

Offers for fuel under advertisement dated April 26, 1872.

	Wood per cord.		Wood per cord.
At Portsmouth, N. H.:		At Annapolis, Md.:	
Sam'l J. Gerrish	*\$8 75	Jno. Kealy	*\$5 90
Russell & Odion	8 87	Sol. Philips	6 90
		F. W. Classen	10 00
	Coal per ton.	At Pensacola, Fla.:	Wood per cord.
Sam'l J. Gerrish	8 00	Jas. D. Kenny	5 39
E. O. Walker & Co	7 70	Hugh McHatton	5 65
Russell & Odion	7 87	P. C. Quayle	*4 81
Wm. H. Sise	*7 25	At Brooklyn, N. Y.:	Wood per cord.
At Charlestown, Mass.:	Wood per cord.	Thomas Kelly	*9 25
Sam'l J. Gerrish	*11 55		
Sam'l Knight	12 00		Coal per ton.
	Coal per ton.	Albert W. Roome	*6 25
Sam'l J. Gerrish	8 25	At Philadelphia, Pa.:	Wood per cord.
Sam'l Knight	*7 25	James J. Convery	9 85
At Gosport, Va.:	Wood per cord.	Walter Reckless	*9 75
Peters Brothers	*5 50		
	Coal per ton.		
Peters Brothers	*7 75		

*Accepted.

		Coal per ton.			Wood per cord.
James J. Convery.....		\$5 65	At Mare Island, Cal.:		
Wm. Jordan.....		6 00	N. F. Mathes		\$11 00
		Wood per cord.	James G. Johnson		10 15
At Washington, D. C.:			A. Powell		13 50
Wm. H. Barbour.....		*9 00	G. I. Hoag.....		*10 00
		Coal per ton.			Coal per ton.
Wm. H. Barbour.....		*7 85	N. F. Mathes		*23 00
			A. M. Ebbetts		24 88
			A. Powell		34 00
			G. I. Hoag.....		30 00

Offers for supplies under advertisement dated May 1, 1872.

Class No. 1, kerseys, &c.:		Class No. 5, military equipments:	
M. P. Williams.....	\$69,950 00	Walton Brothers.....	\$1,978 95
James Dearie.....	67,640 00	Scovill Manufacturing Co.	†845 75
Peter Higgins	69,277 00	Horstman Brothers & Co.	*1,871 50
Wm. Mathews.....	68,810 00	Class No. 6, booties:	
P. Van Volkenburgh & Co	60,696 00	Jacob Roedel.....	13,880 00
Chas. Barnum	*60,150 00	J. Freeman & Co	17,920 00
Class No. 2, flannels, &c.:		J. W. Frazier	*13,600 00
James Dearie.....	†21,720 00	D. C. Mayne.....	15,840 00
Wm. Mathews.....	*23,990 00	C. R. Williamson	15,200 00
P. Van Volkenburgh & Co	24,094 00	Charles Temple.....	15,040 00
Chas. Barnum	25,170 00	Class No. 7, knapsacks, &c:	
Class No. 3, linens, &c.:		Walton Brothers.....	†3,522 00
Wm. Mathews.....	11,320 00	Geo. H. Creed	3,898 00
P. Van Volkenburgh & Co	13,100 00	Horstman Brothers & Co.	*3,351 20
Charles Barnum	*9,996 00	Class No. 8, making and trim-	
Geo. Milliken & Son	10,230 00	ming clothing:	
Wm. E. Savage.....	†7,950 00	Jacob Reed.....	30,171 95
Class No. 4, uniform caps, &c.:		Rockhill & Wilo	38,229 45
Bent & Bush	*5,686 50	Isaac C. Noe.....	31,431 25
Geo. D. Putnam	5,981 00	Charles Barnum	*28,272 55
Walton Brothers.....	6,285 00		

*Accepted.

† For part of a class.

HEADQUARTERS MARINE CORPS,

Quartermaster's Office, Washington, August 24, 1872.

W. B. SLACK,
Quartermaster Marine Corps.

NICARAGUA EXPEDITION.

DROWNING OF COMMANDER CROSMAN AND OTHERS.

UNITED STATES STEAMER KANSAS, (3d rate,) *Off Greytown, April 13, 1872.*

SIR: It is my painful duty to report to the Department the death by drowning of the following-named officers and men, viz:

Commander A. F. Crosman, commanding expedition.

Master Alfred Forée, attached to the Kansas.

William Walker, coxswain, attached to the Kansas.

Emil Birgfield, ordinary seaman, attached to the Kansas.

James Eley, ordinary seaman, attached to the Kansas.

William Arkwright, ordinary seaman, attached to the Kansas.

The circumstances attending are as follows: About 9.30 a. m. on the 12th instant Commander Crosman, with Passed Assistant Paymaster G. F. Bemis and Midshipman R. D. Stevens, left the ship in the whale-boat, with the intention of going to Greytown. About 9.45, in crossing the surf, the boat was capsized. The first cutter was immediately manned and sent to her assistance, with the intent that she should anchor outside the surf and float in a buoy attached to a line. Master Alfred Forée was placed in charge of the boat. In a few moments the boat returned, her anchor having been insufficient. She was then fitted out with additional anchors, a forty-gallon cask, and lines, Lieutenant Miller then going in the boat in addition to Mr. Forée. During this time two of the persons who had been in the boat could be discovered standing up upon the surf-covered bar, while the boat was a short distance from them with her crew clinging to her sides. The first cutter made several ineffectual attempts to get the line into the whale-boat, and, while still working, with that end in view, was capsized. The gig and dingey were immediately fitted out from the ship, the latter with anchor, cask, and lines, in charge of Midshipman A. Milliman, the former with anchors, lines, and small India-rubber balsa, with the intention that it should be pulled through the surf, if possible, by Austin Denham, seaman, who professed himself capable and willing to make the attempt. Immediately after the whale-boat had capsized I fired a gun, hoisting the jack, with the view of getting the assistance of native boats from the shore, and soon after hoisted the ensign, union down, and continued firing guns at short intervals until the appearance of a shore-boat. The gig and dingey having dropped into the vicinity of the surf, attempts were made to get the balsa in to the assistance of the two persons standing on the bar, whom we believed to be Commander Crosman and Paymaster Bemis.

After considerable time and exertion the balsa, with a line attached, was pulled into the surf, when she immediately capsized; Denham, however, got on her again, and cutting the line to the gig, pulled in further, but drifted down to leeward of the persons whom he was endeavoring to succor. The whale-boat and first cutter had meanwhile drifted far down to leeward, with their crews clinging to them, the boats continuing in the line of the breakers. There was a heavy swell setting in from seaward and a strong current setting out of the entrance, which caused the boats to remain in the surf, and made it impossible to get a line to them. About 11.30 a shore-boat, manned by natives, made its appearance, and immediately pulled into the surf and rescued those who were standing on the bar. Scarcely had this been done, when the gig, in charge of Ensign J. B. Briggs, was boarded by a sea which filled her, when she became unmanageable. The native boat immediately pulled to her aid, took out her crew, and towed her ashore. The whale-boat and cutter having meanwhile drifted about a mile to leeward in the surf, felt less the influence of the current which was setting out of the entrance. They therefore, under the greater power of the swell from seaward, commenced to fall in toward the shore, and before long brought up on the beach, where we could see their crews about them. About 2 p. m. signal was made from shore, "Commander Crosman, Mr. Forée, and four men lost." About 4 p. m. Lieutenant Miller reached the ship in a shore-boat, making the same report.

April 16.—The above report was written on the 13th, I not knowing

what hour the steamer now here from Aspinwall might sail. On the afternoon of the 15th, the officers and men on shore, in charge of Ensign J. B. Briggs, came off. From Mr. Briggs and from the men I learn the following: after the whale-boat was capsized she drifted upon the bar immediately in front of the entrance, where the men obtained footing; Captain Crosman, until the last moment, retained his self-possession and command of the party; under his orders the boat was righted and kept head to sea; she was soon overturned again, in spite of their efforts to the contrary. Captain Crosman and Richard Pile, ordinary seaman, were washed away from the boat; after some little time they again reached the boat; she was again righted, but again overturned. On this occasion the boat was swept away from the bar to the northward and into deep water, Midshipman Stevens and four men clinging to her. Commander Crosman, Paymaster Bemis, and James Smith, seaman, were left standing upon the bar. Commander Crosman endeavored to swim over to a small spit of land not far distant, which formed one side of the entrance. A five-knot current was running, which swept Commander Crosman away from both spit and bar, drifting him into the breakers to the south of the bar, where he was seen to sink in the surf. Paymaster Bemis and James Smith, seaman, were rescued from the bar by the shore-boat about 11.30. It is owing to the coolness of Smith that the paymaster was saved. Smith was coxswain of the whale-boat. Their capsizing was owing to the fact that their steering-oar broke while going in, the boat then lurching to.

Richard Pile, ordinary seaman, and John Johnson, seaman, were the only two of the five on the boat who could swim; they staid by the boat until they got her ashore, for the sake of the others, and repeatedly saved the lives of the others when washed from the boat. I recommend them for medals of honor.

When the first cutter was capsized, Master Forcé was almost immediately drowned, as were also William Walker, coxswain, Emil Birgfield, ordinary seaman, James Eley, ordinary seaman, and William Arkwright, ordinary seaman; Lieutenant J. M. Miller, Midshipman Francis Winslow, and William Clark, landsman, came ashore together on a cask; the rest of the cutter's crew came in on their boat and oars. In the gig, Ensign J. B. Briggs and Midshipman A. B. Milliman, with their crew, came on shore in safety. Two of the men who could not swim were placed inside the boat, and the rest, outside of the boat, with their hands on the gunwales, worked her through the heaviest of the surf, until the shore-boat came to their assistance.

As soon as possible Lieutenant Miller got a shore-boat and came off to report on board ship, arriving in a state of almost complete exhaustion. Ensign Briggs, therefore, was in charge of the five officers and twenty men who were on shore, all of whom he speaks well of. I would recommend John O'Neil, boatswain's mate, and George Hill, chief quartermaster, for medals of honor, they having particularly distinguished themselves for coolness, self-possession, and for the services which they rendered to others in the water.

On the afternoon of the 13th instant the body of James Eley, ordinary seaman, came on shore, which on the following morning at an early hour was interred with proper funeral ceremonies, by the direction of Mr. Briggs.

Until to-day a patrol has been kept upon the beach for the recovery of other bodies.

Edward Plunkett, ordinary seaman, received severe contusions, but is doing well.

I would respectfully recommend for a medal of honor Austin Denham, seaman, who went in on the balsa, at the risk of his own life, to give succor to those who were standing on the bar. I am indebted throughout this occurrence very much to Mr. I. E. Hodenbeck, of the Nicaragua Steam Navigation Company. As soon as our guns were heard, he dispatched his boat, which rescued the people from the bar. He also preserved our boats (except the gig, a total loss) by the hauling them up, and detailed certain of his men to patrol the beach. Inclosed I send sketch of bar and entrance.

Very respectfully,

CHESTER HATFIELD,
Commander.

HON. GEORGE M. ROBESON,
Secretary of Navy, Washington.

List of officers and men who were engaged in the boats of the ship on the 12th instant.

WHALE-BOAT.

A. F. Crosman, commander, lost.
G. F. Bemis, passed assistant paymaster.
R. D. Stevens, midshipman.
*James Smith, seaman, acting coxswain.
*John Johnson, seaman.

Timothy Collins, seaman.
*R. T. Pile, ordinary seaman.
Samuel Darrell, landsman.
*Austin Denham, seaman, balsa, from gig.

FIRST CUTTER.

James M. Miller, lieutenant.
Alfred Forée, master, lost.
Frank Winslow, midshipman.
William Walker, coxswain steering, lost.
Daniel Williams, coxswain.
*John O'Neil, boatswain's mate.
Jacob Robb, seaman.
Samuel Wells, cooper.

Emil Birgfeld, ordinary seaman, lost.
James Eley, ordinary seaman, lost.
Edward Harwell, ordinary seaman.
William Arkwright, ordinary seaman, lost.
John T. Finley, ordinary seaman.
Edward Plunkett, ordinary seaman.
Frank A. Horskell, sailing-master's mate
William Clark, landsman.

GIG.

J. B. Briggs, ensign.
Anson B. Milliman, midshipman.
*George Hill, chief quartermaster.
Thomas Gimmill, quarter-gunner.

Edward Moore, seaman.
Thomas Rufe, ordinary seaman.
George Britt, landsman.
John McDonald, landsman.

DINGEY.

Volunteers—did not go inside.

A. K. Hughes, midshipman.
Charles H. Cleveland, yeoman.
Thomas Ross, quartermaster.

Wm. Reddin, ordinary seaman.
Jas. Lettrell, landsman.

I desire to state that the dingey was called away almost immediately after the cutter, and that the above crew jumped into her at once, believing that they were to go into the surf; that Midshipman Milliman begged to be allowed to go into her, and went with orders not to enter the surf; who afterward exchanged with Mr. Hughes, and went through with Mr. Briggs in the gig. I desire to state that Mr. Milliman begged to be sent through the surf with a line from the gig, but which, after the experience of Denham, (seaman,) on the balsa, Mr. Briggs very wisely refused to permit. Mr. Milliman also carried safely on shore a bottle of brandy, which I had directed him to take, and gave it to Mr. Miller, which proved very beneficial to many who were quite exhausted.

Very respectfully,

EDWIN WHITE,
Lieutenant Commander.

Commander CHESTER HATFIELD, U. S. N.

The men on the above list whose names are marked with an asterisk (*) are respectfully recommended for medals of honor.

CHESTER HATFIELD,
Commander.

Hon. GEO. M. ROBESON,
Secretary of the Navy.

EXPEDITION TO THE POLAR SEAS.

[Position by my observation : latitude, $73^{\circ} 21' 00''$ north ; longitude, $56^{\circ} 5' 45''$ west.—HALL.]

UNITED STATES STEAMSHIP POLARIS,
Tossuc, (or Tus-su-is-sak,) Greenland, August 22, 1871.

SIR : I have the honor to report my proceedings since the date, August 20 and 21, of my last communication, written at Upernavik.

It was 8.30 p. m. of August 21 when we left the harbor of Upernavik, having on board Governor Elberg, of whom I made previous mention, and several of his people, bound for this place on a visit. After steaming twelve miles to the northward and westward we hauled up in front of a small island-settlement called King-i-toke, where Governor Elberg and myself with a boat's crew went ashore to purchase dogs, furs, and other requisites for the expedition. Not a little was I chagrined at this place to find the resident governor perfectly immovable in his purpose not to comply with my desire to purchase some of his dogs, although he had many of the best sledge and seal dogs I had ever seen. All my efforts in liberal offers and otherwise, combined with the persuasive language of Governor Elberg, failed to induce the honorable official of King-i-toke to sell even a single one of his fine dogs. However, I was able, after considerable difficulty, to get from his people 11 dogs to add to the number already possessed by the *Polaris*.

Having spent two hours at King-i-toke we returned aboard, and at once (1 a. m. of August 22) resumed our voyage for Tos-sac, threading our way, by the aid of good native pilots, among the numerous reefs, rocks, and islands with which Upernavik and vicinity abound.

At 5.30 a. m. of the 22d we arrived at Tos-sac, latitude $73^{\circ} 21' 18''$ north ; longitude 56° west. At once I called on Jensen, and, to my astonishment and disappointment, found that a mistake had been made in any one of us expecting that his consent had been or could be obtained to leave his home at the present time. The circumstances of his family, especially of his wife, as Jensen declares, will not admit of his absence, but at the same time he has the desire to do all he can in supplying the expedition with dogs, furs, &c. This desire, however, I find to be combined with a *face of brass*, for he charges unheard-of prices for his dogs and will not deviate a hair, knowing, as he does, and as I do, that this is the last place and the only place I can now depend upon with any hope of getting the supply to make up the number needed for our expedition.

By the full consent and co-operation of the government authorities of Denmark resident in Greenland, I have concluded to contract with "Hans Christian," by which he enters into the service of the United States North Pole Expedition, as dog-driver, hunter, and servant, at a salary of \$300 per annum, or rather fifty Danish dollars per month, which may exceed, a trifle, \$300 United States currency per year. The contract, marked A, I inclose. His wife and three children are to accompany Hans.

The prospects of the expedition are fine, the weather beautiful, clear, and unexceptionally warm. Every preparation has been made to bid farewell to civilization for several years, if need be, to accomplish our purpose. Our coal-bunkers are not only full, but we have full 10 tons set on deck, besides wood, planks, and rosin in considerable quantities, that can be used for steaming purposes in any emergency. Never was an Arctic expedition more completely fitted out than this.

The progress of the *Polaris*, so far, has been quite favorable, making

exceedingly good passages from port to port: 1st, Washington to New York, thence to New London, thence to St. John's, New Foundland, and thence to Greenland; 2d, to Fiscanaes, thence to Holsteinburg, thence to Godhavn, (Lievely,) thence to Upernavik, and thence to this port, Tos-sac, the last link binding us to the land of civilization.

The actual steaming or sailing time of the *Polaris* from Washington to New York was 60 hours; and from the latter place to this, the most northern civilization settlement of the world, unless there be one for us, to discover at or near the North Pole, has been *twenty days, seven hours, and thirty minutes*.

Had I known, on leaving New York, the United States transport would be at Godhavn, Greenland, as soon as the *Polaris* could reach that port, the *Polaris* would have been here in advance of the present time just eighteen days; but there is no cause of any regret; indeed, there is every reason to rejoice that everything pertaining to the expedition, under the rulings of high Heaven, is in a far more prosperous and substantially successful condition than ever I have hoped or prayed for. Every effort we are making to get ready to leave here to-morrow. I will at the latest moment resume my place in continuing this communication.

EVENING, August 23, 1872.

We did not get under way to day, as expected, because a heavy, dark fog has prevailed all day and the same now continues.

The venture of steaming out into a sea of undefined reefs and sunken rocks, under the present circumstances, could not be undertaken.

The full number of dogs (sixty) required for the expedition is now made up.

At the several ports of Greenland where we stopped we have been successful in obtaining proper food for the dogs.

August 24, 1 p. m.—The fog still continues, and I decide we cannot await longer for its dispersion, for a longer delay will make it doubtful of the expedition securing the very high latitude I desire to obtain before entering into winter-quarters.

A good pilot has offered to do his very best in conducting the *Polaris* outside of the most imminent danger of the reefs and rocks.

The total amount of expenses in Greenland I have incurred on account of this expedition exceed, but little, \$600; that is, my purchases at Fiscanaes, Holsteinburg, Godhavn, Upernavik, and Tos-sac (this place) amount to about \$600. Less than \$500 of the \$2,000 bill of exchange, drawn at Godhavn, has been required. This, of course, does not include the amount that will have to be paid Hans Christian when he returns. Until Hans is paid, (at the rate of about \$300 per annum,) on his return, there will stand to the credit of your Department about \$1,500, in the hands of Inspector K. Smith, of Godhavn.

Now, 1.30 p. m.—The anchor of the *Polaris* has just been weighed, and not again will it go down till, as I trust and pray, a higher, a far higher latitude has been attained than ever before by civilized man.

Governor Elberg is about accompanying us out of the harbor and seaward. He leaves us when the pilot does.

Governor Sowertz Elberg has rendered to this expedition much service, and long will I remember him for his great kindness. I am sure you and my country will fully appreciate the hospitality and co-operation of the Danish officials in Greenland, as relating to our North Polar Expedition.

Now, 2.15.—The *Polaris* bids adieu to the civilized world. Governor

Elberg leaves us, promising to take these dispatches back to Upernavik to send them to our minister at Copenhagen, by the next ship, which opportunity may not be till next year.

God be with us.

Yours, ever,

C. F. HALL.

Hon. GEO. M. ROBESON,

Secretary of the Navy, Washington, D. C.

List of commander, officers, and crew of the United States North Polar Expedition, on board steamer Polaris on leaving Tos-sac, (Tes-sis-is-sak,) latitude 73° 21' north, longitude 56° 5' 45" west, for the North Pole.

C. F. Hall, commander.
 Sidney O. Budington, sailing and ice master.
 H. C. Tyson, assistant navigator.
 H. C. Chester, first mate.
 William Morton, second mate.
 Emil Schuman, chief engineer.
 Alvin A. Odell, assistant engineer.
 Walter F. Campbell, fireman.
 John W. Booth, fireman.
 John Heron, steward.
 William Jackson, cook.
 Nathan I. Coffin, carpenter.
 Herman Siemons, seaman.
 Frederick Anting, seaman.
 J. W. C. Krüger, seaman.
 Henry Hobby, seaman.
 Joseph B. Manch, seaman.
 G. W. Lindquist, seaman.
 Peter Johnson, seaman.
 William Nuidemann, seaman.
 Frederick Jamka, seaman.
 Noah Hays, seaman.
 Emil Bessels, surgeon and chief of scientific corps.
 R. W. D. Ryan, astronomer and chaplain.
 Frederick Meyer, meteorologist, &c.
 Joe, Esquimaux, interpreter and general assistant.
 Hannah, Esquimaux, interpreter and general assistant.
 Pung, Esquimaux, daughter of Joe and Hannah.
 Hans Christian, dog-driver, hunter, and servant.
 Wife of Hans Christian and three children of Hans Christian.
 Total, 33 souls.

C. F. HALL,

Commanding North Polar Expedition, United States Steamer Polaris.

August 2, 1871.—Steaming out of Tos-sac harbor.

Hon. GEO. M. ROBESON,
Secretary of the Navy.

COREAN EXPEDITION.

UNITED STATES STEAMER ALASKA,
Yokohama, Japan, May 4, 1872.

SIR: I beg leave to call your attention to the fact that, in the recently published official reports of the Korean expedition, my name has been left out of the list contained therein of the officers who were engaged in that expedition.

As I was attached to the flotilla, and served as second in command

of the steam-launches and boats, under Lieutenant-Commander H. F. Picking; and as this is a part of my professional record, I respectfully request that the oversight may be corrected.

The omission of my name from the roster of officers was probably occasioned by a change in the detail, that occurred almost at the last moment, I being transferred from the landing force to the accompanying armed launches and boats.

In the hurry of the moment, my name, after being erased in one place was, I presume, not written down in the other.

Hoping you will do me the favor to have this omission corrected, I remain, sir, your obedient servant,

N. L. ROOSEVELT,
Master, United States Navy.

Captain HOMER C. BLAKE, U. S. N.,
Late Commanding Expedition against Korean Forts.

FLAG-SHIP COLORADO,
Yokohama, Japan, May 10, 1872.

Mr. Roosevelt commanded the Alaska's steam-launch during the Korean expedition, and did good service.

HENRY F. PICKING,
Lieutenant-Commander, United States Navy.

Approved and respectfully referred to the commander-in-chief, with the request that the correction may be made; as none of our comrades showed more zeal and gallantry than Master N. L. Roosevelt, commanding the Alaska launch.

H. C. BLAKE,
Captain, United States Navy.

FLAG-SHIP COLORADO,
Yokohama, Japan, May 14, 1872.

* Approved and respectfully transmitted to the honorable Secretary of the Navy.

JOHN RODGERS,
Rear-Admiral, Commander-in-Chief of Asiatic Fleet.

UNITED STATES STEAMER COLORADO, (first-rate),
FLAG-SHIP OF ASIATIC FLEET,
Yokohama, Japan, May 15, 1872.

SIR: I have the honor to forward herewith a report made by the commanding and executive officers of this ship, relative to a number of men belonging to the Colorado who were particularly mentioned by their company officers for gallant conduct in Corea, but who were not named in the Department's General Orders No. 169.

Although several of the Colorado's men are awarded well-deserved medals of honor, none have received the equally deserved honorable mention.

An omission must have been made in the former reports transmitted, and I trust that the Department will do justice to the brave men whose names are now given, who led the charge upon the enemy's stronghold, and whose conspicuous gallantry merits the Department's particular recognition.

I have the honor to be, very respectfully, your obedient servant,

JOHN RODGERS.

Rear-Admiral, Commander-in-Chief of Asiatic Fleet.

HON. GEO. M. ROBESON,

Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-SHIP COLORADO,
Yokohama, Japan, May 6, 1872.

SIR: In General Orders No. 169, from the Navy Department, I notice the names of quite a number of men from the United States steamers Alaska and Benicia, who, though not recommended for medals, are honorably mentioned for their good and brave conduct in the attack upon Fort McKee.

In justice to the men of this ship, I respectfully ask that the attention of the Department may be called to the apparent oversight in not including the men from this ship who were favorably mentioned by their company officers for gallantry and good conduct.

It is a well-known fact that the men of the flag-ship led the charge and were the first in the citadel.

I would refer you to the list of killed and wounded as a further proof that they were in the advance and not in the rear.

James F. Merton, landsman, belonging to this ship, and a member of Company D, was severely wounded in the arm while trying to force his way into the fort.

William F. Lukes, landsman, (now serving on board the Ashuelot,) a member of the same company, received a severe cut over the head while fighting inside the fort.

These two men were conspicuous for their coolness and bravery while engaged in a desperate fight, and I think are justly entitled to medals.

The following is a list of men who were reported by their company officers as entitled to credit for good and brave conduct, and I would ask that their names be included in the general orders referred to above:

Company C: W. S. Merritt, landsman; W. H. Owens, seaman; Charles H. Morton, ordinary seaman; John Corcoran, seaman; George West, captain afterguard; Albert Charlotte, captain afterguard; John Shoemaker, seaman; James Milling, seaman, and Edward Anderson, seaman.

Company D: Thomas Stevens, 2d boatswain's mate; Peter Vanly, landsman; Edgar Crouter, landsman; Charles Wright, ordinary seaman; Martin White, seaman; John Lynch, seaman, and Irving Haywood, landsman.

Company E: Thomas Mannion, ordinary seaman; Alexander Frank, seaman; John S. Risser, landsman; John Dunne, landsman; Thomas McEvoy, landsman; Maxwell Fields, landsman; Timothy Mahoney, ordinary seaman; Joseph F. Beck, landsman; Charles Wilson, ordi-

nary seaman; Charles Saunders, landsman; Thomas Digan, seaman, and James Galvin, tailor.

Very respectfully, your obedient servant,

SILAS CASEY,

Lieutenant-Commander and Executive Officer.

REAR-ADMIRAL JOHN RODGERS,

Commanding United States Asiatic Squadron.

Forwarded :

C. H. BALDWIN,

Captain, Commanding.

COMMODORE C. R. P. RODGERS' REPORT OF HIS EXAMINATION OF THE NAVAL PRISON AT LEWES, ENGLAND.

LONDON, April 27, 1871.

SIR: Knowing how advantageous to the discipline of the British navy the naval prison at Lewes had been found, I went thither to examine it.

The building was originally the county jail, but having been found too small, it was sold, during the Crimean war, to the English government, for five thousand pounds, to be used as a prison for Russian sailors. It was afterwards used as a marine barrack, and finally, in 1862, was converted into a royal naval prison, under its present governor, Captain Luckraft, of the English navy. It can accommodate 150 prisoners, who work in perfect silence, and when not at work, at school, or at chapel, are kept in solitary confinement. The prisoners are confined by the sentence of a court-martial, or by the warrant of a commanding officer, who may commit for three months for desertion, but only for six weeks for other offenses. During their imprisonment they forfeit their pay, and are fed at half the cost of the naval ration. They are employed during working-hours in making mats, gaskets, fenders, and other rigger's work, which is paid for by the dock-yards at a fair valuation. The proceeds of this labor amount to about fifteen hundred pounds sterling a year, and this sum, with the stopped pay of the prisoners, and the saving on the rations, defrays the whole cost of the prison, including the salary of the governor, wardens, and all persons employed, the whole number being twenty.

The prison is found large enough to meet the wants of the navy. Men who have committed theft, or other infamous crimes, and are to be dismissed the navy at the end of their confinement, are never sent to this naval prison, but are confined in the civil prisons.

The cleanliness, order, and discipline of the prison at Lewes seemed admirable. I send herewith its regulations, and all the forms used in conducting its economy. Its silence, hard work, and inexorable discipline, render it a terror to the men of the fleet, although its provisions and administration are eminently humane. The health of the prisoners is excellent, a good evening school is maintained, which is an indulgence, and the religious services are regular and decorous. There is, every day, a short drill, which is very severe, consisting of lifting and moving shot according to a diagram, which you will find explained in the prison regulations. This is a substitute for the tread-mill used in civil prisons. The papers I send will show the care taken to prevent abuses, and to secure the physical and moral well-being of those confined. The pris-

oners are usually sent by rail, in charge of a master-at-arms and non-commissioned officer of marines, and at the expiration of their term of imprisonment are restored to the service under the same custody. The whole machinery is simple, cheap, and efficient.

If a similar prison could be established for our Navy, it would, in my opinion, be of the highest advantage to our discipline, and it is with that hope I am induced to forward these papers.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,

Commodore.

Hon. GEO. M. ROBESON,

Secretary of the Navy, Washington, D. C.

REPORT

OF

THE POSTMASTER-GENERAL,

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE THIRD SESSION OF THE FORTY-SECOND CONGRESS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1872.

REPORT

OF

THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 15, 1872.

SIR: The ordinary revenues of this Department for the fiscal year ended June 30, 1872, including revenue from money-order business, were \$21,915,426.37, and the expenditures of all kinds \$26,658,192.31. For the year ended June 30, 1871, the ordinary revenues were \$20,037,045.42, and the expenditures \$24,390,104.08. The increase of revenue for the year 1872 over the year 1871 was \$1,878,380.95, or 9.37 per cent., and the increase of expenditures \$2,268,088.23, or 9.29 per cent., showing a net increase of expenditures of \$389,707.28. The increase in revenue for the year 1872 over 1870 was \$3,036,048.72, or 16.08 per cent., and the increase of expenditures for 1872 over 1870 was \$3,309,354.68, or 14.17 per cent. The increase in revenue for 1872, compared with 1871, was greater than the increase for 1871, compared with 1870, by \$720,713.18; and the increase of expenditures for 1872, compared with 1871, was greater than the increase for 1871, compared with 1870, by \$1,226,821.78.

If, in addition to the ordinary revenues, the Department be credited with \$700,000 appropriated for the transportation of free matter, and the amounts drawn and expended for subsidies to steamship lines, it will appear that the deficiency provided out of the general Treasury for the year 1872 is \$3,317,765.94, against \$2,928,058.66 for the year 1871.

The accompanying report of the Auditor fully sets forth the details of the financial operations of the Department.

The estimated expenditures for the year ending June 30, 1874, are	\$30,863,167
The revenues, estimated at 10 per cent. increase over last year.....	\$23,619,231
Estimated revenue from money-order business.....	100,000
Estimated increase in revenue consequent on the introduction of postal cards.....	\$33,334
	<hr/>
	24,552,565
Leaving a deficiency of.....	<hr/> 6,310,602 <hr/>

The foregoing estimates do not include the following special appropriations in the nature of subsidies :

For mail steamship service between San Francisco and Japan and China.....	\$500,000 00
For special subsidy for like service, under sections 3 and 6 of the act approved June 1, 1872, from October 1, 1873, to June 30, 1874.....	375,000 00
For mail steamship service between the United States and Brazil.....	150,000 00
For like service between San Francisco and the Sandwich Islands.....	75,000 00
Total.....	<u>1,100,000 00</u>

Of the deficiency appropriated for the year 1870, there was unexpended June 30, 1871, the sum of.....	\$3,690,000 00
Of the amount appropriated for 1871, there was unexpended at the close of that year.....	3,035,032 00
Amount appropriated for the year 1872.....	<u>3,969,383 00</u>

A total of.....	10,694,415 00
There was drawn during the last fiscal year, of the amount unexpended at the close of the year 1870, for payments on account of that year.....	\$68,364 00
Of the amount appropriated for the year 1871, for payments on account of that year.....	416,636 00
Of the amount appropriated for the year 1872.....	<u>3,083,750 00</u>
	3,568,750 00

Leaving amount of deficiency appropriations undrawn.....	7,125,665 00
There was also carried to the "surplus fund" of the general Treasury, of the deficiency appropriated for 1870, and not needed.....	<u>2,621,636 00</u>

Leaving in the general Treasury, undrawn, the sum of.....	4,504,029 00
There was also in the hands of the Assistant Treasurers of the United States a balance of.....	<u>250,984 06</u>

Making the total amount available for payment of indebtedness to June 30, 1872.....	4,755,013 06
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Against which there are chargeable sundry unliquidated accounts, estimated as follows:

For balances to foreign countries.....	\$197,400 00
For mail service under contract and recognized, but not yet reported.....	411,635 15
Mail service still unrecognized.....	<u>185,705 00</u>
	794,740 15

Leaving, after settlement of all liabilities to June 30, 1872, a net balance of deficiency appropriations of.....	<u>\$3,960,272 91</u>
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The number of adhesive postage-stamps issued during the year was 541,455,070, representing.....	\$15,840,649 00
Stamped envelopes, plain, 58,276,500, representing.....	1,663,196 50
Stamped envelopes, "request," 46,825,000, representing.....	1,391,630 00
Newspaper-wrappers, 8,824,250, representing.....	<u>175,152 50</u>

The whole number of stamps, stamped envelopes, and newspaper-wrappers was 655,380,820, of the aggregate value of.....	<u>19,070,628 00</u>
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The increase in the issue of stamps, stamped envelopes, and newspaper-wrappers is exhibited by the following table :

Description.	Fiscal year ended June 30, 1872.	Fiscal year ended June 30, 1871.	Increase, amount.	Increase, per cent.
Adhesive postage-stamps.....	\$15,840,649 00	\$14,630,715 00	\$1,209,934 00	8.27
Stamped envelopes, plain.....	1,663,196 56	1,432,474 75	230,721 75	16.10
Stamped envelopes, request.....	1,391,630 00	1,434,181 50	*42,551 50	*2.96
Newspaper-wrappers.....	175,152 50	132,180 00	42,972 50	32.50
Aggregate.....	19,070,628 00	17,629,551 25	1,441,076 75	8.17

* * Decrease.

The number of packages of postage-stamps lost in the mails during the year was ten, representing \$256, and of stamped envelopes none; being much less than losses from similar delinquencies in 1871 and previous years.

CONTRACTS.



There were in the service of the Department on the 30th of June, 1872, 5,544 contractors for the transportation of the mails on public routes.

There were at the close of the year 2,325 "special" offices, each with a mail-carrier whose pay from the Department is not allowed to exceed the net postal yield of the office.

Of public mail routes in operation there were 7,259, aggregating in length 251,398 miles, in annual transportation 114,984,322 miles, and in annual cost \$12,572,264. Adding the compensation of railway post-office clerks, route-agents, mail-route messengers, local agents, mail messengers, and baggage-masters in charge of registered packages, amounting to \$2,206,944, the aggregate annual cost was \$14,779,208.

The service was divided as follows :

Railroad routes: Length, 57,911 miles; annual transportation, 62,491,749 miles; annual cost, \$6,502,771—about 10.40 cents per mile.

Steamboat routes: Length, 18,860 miles; annual transportation, 4,308,436 miles; annual cost, \$779,865—about 18.10 cents per mile.

Other routes, on which the mails are required to be conveyed with "celerity, certainty, and security:" Length, 174,627 miles; annual transportation, 48,184,137 miles; annual cost, \$5,289,628—about 11 cents per mile.

There was an increase over the preceding year in length of routes of 13,039 miles; in annual transportation, 7,411,528 miles; and in cost, \$1,042,869. Adding the increased cost for railway post-office clerks, route, local, and other agents, \$331,418, the total increase in cost was \$1,374,289.

The railroad routes have been increased in length 8,077 miles, and in cost \$777,792. Assuming the increase caused by the re-adjustment of rates

for the year ended June 30, 1872, to be the same as that shown in Table F for the year ended September 30, 1872, viz, \$354,865, the expense for new railroad service may be set down at \$422,937, being an average cost of \$52.36 per mile per annum.

PROGRESS OF THE SYSTEM OF RAILROAD MAIL-SERVICE.

An interesting table, compiled from the annual reports of the Department, is presented herewith, showing the amount of railroad mail-service, and the cost thereof, in successive years, from the commencement of such service, in 1836, to June 30, 1872. The report for 1836 shows the annual transportation on railroad and steamboat routes combined. The length of railroad routes was first reported to be 974 miles at the close of the year ended June 30, 1837. The length in 1872 was 57,911 miles, an increase of 56,937 miles in thirty-five years, being an average of over 1,626 $\frac{1}{2}$ miles per annum. The largest increase in length for any one year was for 1872, being 8,077 miles. The first report of the annual cost of railroad routes, uncombined with steamboat routes, was \$531,752 on the 4th of November, 1845. The cost in 1872 was \$6,502,771, showing an increase of \$5,971,019 in twenty-seven years, and an average increase of over \$221,148 per annum. The largest increase in cost for any one year was for 1872, being \$777,792.

RE-ADJUSTMENT OF PAY ON RAILROAD ROUTES.

Table E, presented herewith, exhibits returns of the character and amount of the mail service on railroad routes in the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, obtained with a view to the re-adjustment of the rates of pay on such routes in those States for the new contract term commencing 1st July, 1872. The table contains returns, also, from railroad routes in other States, submitted by the proprietors thereof, as the basis for the adjustment or re-adjustment of their compensation. The re-adjustment of rates on old routes and the adjustment of rates on new routes, founded on these returns, are shown in Table F, in which it will be seen that the rates were increased on 89 and decreased on 14 old, and fixed on 19 new routes, and that the net excess of the present over the former amount of annual pay by re-adjustment is \$354,865.94. The number of new railroad routes put in operation within the year ending June 30, 1872, was 116, on which, as a general rule, temporary rates of compensation were fixed, not exceeding the maximum (\$50 per mile per annum) allowed by law to roads of the third or lowest class, with the understanding that the pay should afterward be re-adjusted, if necessary, according to the grade of the service, to be shown by the usual returns. The 19 new routes included in Table F are exceptions to the rule, the proprietors having preferred to commence the transportation of the mails without a fixed compensation, leaving the rate of pay to be afterward determined according to the grade of the service.

POST-ROUTE MAPS.

The preparation and publication of post-route maps have been continued during the past year, under the supervision of the topographer; and the maps, as brought up in successive editions, have been distributed to postmasters, members of Congress, and others.

The map, in four sheets, of the States of Illinois, Iowa, and Missouri, is nearly completed, and the portion embracing Illinois is in course of distribution. Maps of other States will be taken in hand as fast as practicable, so as to extend the benefits of this very essential auxiliary to the work of the Department.

FINES AND DEDUCTIONS.

The amount of fines imposed upon contractors and deductions made from their pay for failures and other delinquencies for the last year was \$92,381.47, and the amount remitted during the same period was \$23,349.21, leaving the net amount of fines and deductions \$69,032.26, as appears from the following recapitulation :

Amount of fines.....	\$2,968 01
Amount of deductions.....	89,413 46
Total.....	92,381 47
Amount remitted.....	23,349 21
Net amount	69,032 26

MAIL-BAGS, LOCKS, AND KEYS.

A table appended to this report exhibits in detail the number, description, and cost of mail-bags, locks, and keys purchased and issued during the year. The total number of new mail-bags procured and put in service was 77,670, of which 65,212 were used for transmission of printed matter, and 12,458 for letter-mails. The cost was \$99,020.61. The number of locks of the new kind purchased was 5,000, at a cost of \$2,800. Of old iron mail-keys, 4,000 were purchased, at a cost of \$800. The cost of repairing mail-locks was \$1,236.30. The total amount expended for mail-locks and keys was \$4,836.30.

THROUGH MAILS.

The transmission of through mails between the Atlantic and Pacific coasts was greatly interrupted by snow-blockades west of Omaha during portions of the months of December, January, February, and March last. The number of days on which no mails were received at San Francisco from New York was, in December, 19; in January, 24; in February, 25; and in March, 10. The average time occupied in the transit to San Francisco from New York was, in December, 214 hours 15 minutes; in January, 273 hours 17 minutes; in February, 467 hours 46 minutes; and in March, 194 hours 5 minutes. Only 11 mails out of 54 from New York were carried through to San Francisco in schedule

time in December, only 3 out of 69 in January, none out of 82 in February, and only 41 out of 71 in March. The number of days on which no mails were received at New York from San Francisco was, in December, 18; in January, 24; in February, 19; and in March, 9. The average time occupied in the transit to New York from San Francisco was, in December, 208 hours 41 minutes; in January, 295 hours 15 minutes; in February, 425 hours 36 minutes; and in March, 189 hours 55 minutes. Only 3 mails out of 23 from San Francisco were carried through to New York in schedule-time in December, none out of 28 in January, only 3 out of 16 in February, and only 15 out of 31 in March. The average time occupied in the transit for the whole period from October, 1871, to September, 1872, was, going west, 216 hours 23 minutes; going east, 197 hours 45 minutes. Excepting the four months above specified, the number of mails conveyed to San Francisco from New York from October, 1871, to September, 1872, inclusive, was 568, of which 511 were carried through in schedule-time, and 57 behind time; and, excepting those four months, the number of mails conveyed to New York from San Francisco, from October, 1871, to September, 1872, inclusive, was 241, of which 206 were carried through in schedule-time, and 35 behind time. The average time occupied in the transit, excepting the four months, was, going west, 176 hours 11 minutes; going east, 171 hours 16 minutes. The average time for the whole of the preceding year was, going west, 173 hours; going east, 169 hours 45 minutes. Excepting the period, therefore, during which the route was obstructed by snow, there is but little variation this year from the degree of regularity noted in previous reports. Particulars indicating the character of the service between San Francisco and other cities than New York on the Atlantic side will be found in the through-mail tables appended hereto, from the office of the Second Assistant Postmaster-General.

A change of the through-mail route between Washington and New Orleans was made in May last, so as to run, after passing Cleveland, Tennessee, via Dalton, Georgia, Calera, Alabama, Montgomery, Alabama, and Mobile, Alabama, instead of Chattanooga, Tennessee, Grand Junction, Tennessee, and Canton, Mississippi. A decrease of 92 miles in the length of the route was thereby obtained, and the tables show a gratifying improvement in speed and other particulars. The number of mails carried through to New Orleans from Washington, by the old route, in the seven months from October, 1871, to April, 1872, inclusive, was 212, in the average time of 81 hours 51 minutes; whereas in the succeeding five months, 150 mails were carried through, by the new route, in the average time of 71 hours 43 minutes—a gain of 10 hours 8 minutes. The shortest time, going south, by the old route, in the first seven months, was 76 hours 50 minutes; in the succeeding five months, by the new route, 64 hours 30 minutes—a difference of 12 hours 20 minutes. Of the 212 mails, going south, by the old route, in the first

seven months, 161 were carried through in schedule-time and 51 behind time; whereas of the 150 mails, going south, by the new route, in the succeeding five months, 119 were carried through in schedule-time and 31 behind time. In the first seven months, going south, by the old route, 25 mails were half a day or more behind time, 1 mail was miscarried, and there were 20 days on which no mail arrived at New Orleans from Washington; in the succeeding five months, going south, by the new route, 28 mails were half a day or more behind time, 2 mails were miscarried, and there were 20 days on which no mail arrived at New Orleans from Washington. The number of mails carried through to Washington from New Orleans, by the old route, in the seven months from October, 1871, to April, 1872, inclusive, was 212, in the average time of 80 hours 38 minutes; whereas in the succeeding five months, 159 mails were carried through, by the new route, in the average time of 68 hours 58 minutes—a gain of 11 hours 40 minutes. The shortest time in the first seven months, going north, by the old route, was 72 hours 40 minutes; in the succeeding five months, by the new route, 61 hours 10 minutes—a difference of 11 hours 30 minutes. Of the 212 mails, going north, by the old route, in the first seven months, 144 were carried through in schedule-time and 68 behind time; whereas of the 159 mails going north, by the new route, in the succeeding five months, 141 were carried through in schedule-time and 18 behind time. In the first seven months, going north, by the old route, 68 mails were half a day or more behind time, and there were 42 days on which no mail arrived at Washington from New Orleans; in the succeeding five months, going north, by the new route, 16 mails were half a day or more behind time, and there were 10 days on which no mail arrived at Washington from New Orleans. The average time, taking both routes together, for the whole period, from October, 1871, to September, 1872, inclusive, was, going south, 77 hours 39 minutes; going north, 75 hours 38 minutes; against an average for the preceding year, by the old route, of 83 hours 49 minutes, going south, and 82 hours 1 minute, going north—a gain for the present over the preceding year of 6 hours 10 minutes, going south, and 6 hours 23 minutes, going north.

Prior to October, 1871, the through mails from Washington to Cincinnati were conveyed principally via Columbus, Ohio, the average time occupied in the transit being about 33 hours 30 minutes. During the year ending with the month of September, 1872, they were conveyed wholly via Parkersburgh, West Virginia, the average time occupied in the transit being 25 hours 45 minutes—a gain of 7 hours 45 minutes.

The through-mail tables above mentioned exhibit many other interesting facts connected with the transmission of mails on a number of the leading and most important routes.

MAIL DEPREDATIONS.

The number of complaints of missing letters during the year was 4,898, of which 2,305 were registered and 2,593 unregistered, containing

bonds, drafts, and currency to the nominal amount of \$235,479.84. Of registered letters, 839 were accounted for, and only 172 have been reported as actually lost. The remaining cases are in the hands of special agents for investigation.

For violation of the postal laws, 196 persons have been arrested, of whom 69 have been convicted and sentenced to different degrees of punishment, and of the remainder some have been discharged and others are awaiting trial.

RAILWAY POST-OFFICES.

Railway post-offices continue to receive the special attention of the Department, and the improvement effected during the past year has been most gratifying. Since the 30th June, 1871, this branch of the service has been largely extended. Eight new lines have been established, with an aggregate length of 2,909 miles. The daily service has been increased 6,094 miles, and the annual service 2,224,310 miles, making necessary the appointment of 136 additional postal clerks, of various grades, at an annual cost of \$172,200. Table K, presented in the appendix, with the report of the Second Assistant Postmaster-General, shows the exact condition of every line of railway post-offices on the 30th June last, together with the improvements and appointments made during the preceding year.

FOREIGN MAILS.

The total number of letters exchanged, during the year, with foreign countries, was 24,362,500, an increase of 4,066,502 over the number reported for 1871. Of this number, 12,774,064 were sent from, and 11,588,436 were received in, the United States.

The number of letters (single-rate) exchanged in the United States and European mails was 17,682,999, an increase of 3,569,439 over the number reported for 1871.

The total postages on the letters exchanged with foreign countries amounted to \$1,871,257.25, an increase of \$135,990.93 over the amount reported for 1871.

The aggregate amount of postage (sea, inland, and foreign) on the letter mails exchanged with the United Kingdom of Great Britain and Ireland, Germany, France, Belgium, the Netherlands, Switzerland, Italy, Denmark, Sweden, Norway, and Spain, was \$1,303,854.05, an increase of \$122,796.64 over the amount reported for 1871. The postages on letters *sent* exceeded the postages on letters *received* from the same countries in the sum of \$20,776.33, being over 1½ per cent. of the aggregate amount. The postages collected in the United States amounted to \$819,244.30, and in Europe to \$484,609.75; the excess of collections in the United States being \$334,634.55, or 25.6 per cent. of the entire postage receipts from European correspondence.

Comparing the year 1872 with the year 1871, the rate of increase in the total number of letters exchanged with foreign countries was 20 per cent., and the rate of increase in the amount of postages thereon was 75.6 per cent. The increase in the number of letters exchanged with European countries was 25.3 per cent., and the increase of postages thereon amounted to 10.4 per cent.

The total weight of mails exchanged during the year with European countries was 1,640,689 pounds, (over 820 tons;) the weight of letter correspondence being 351,905 pounds, and of printed matter and samples 1,288,784 pounds. The aggregate weight of mails sent to Europe was 813,989 pounds, and of mails received from Europe 826,700 pounds. The weight of letter correspondence sent to Europe was 186,186 pounds, and of letter correspondence received from Europe, 165,719 pounds. The weight of printed matter and samples sent to Europe was 627,803 pounds, and of printed matter and samples received from Europe, 660,981 pounds.

The cost of the United States transatlantic mail steamship service for the year 1872 was \$220,301.70, being an increase of \$46,163.31 over the cost of the same service for the year 1871. The payments made to the respective steamship lines conveying mails to Europe, receiving the sea-postages as full compensation for the service, were as follows, viz:

The Liverpool and Great Western (Williams & Guion) line, for 52 trips, from New York to Queenstown.....	\$65,862 67
The Inman line, for 67 trips, from New York to Queenstown.....	68,961 17
The Hamburg American Packet Company, for 50 trips, from New York to Plymouth and Hamburg, and also for conveying mails from New Orleans to Santander, (Spain,) and Havre, (France)	49,422 38
The North German Lloyd, of Bremen, for 70 trips, from New York to Southampton and Bremen, and also for conveying mails from Baltimore and New Orleans to Bremen.....	26,299 95
The Canard line, for 50 trips, from Boston to Liverpool.....	5,689 23
The Canadian line, for 53 trips, to Liverpool.....	3,973 68
The Baltic Lloyd line, for 9 trips, from New York to Stettin.....	92 62
	<hr/>
	220,301 70

The United States postages on mails conveyed to and from the West Indies, Mexico, Panama, South Pacific, Belize, (Honduras,) Nova Scotia, Newfoundland, and Bermuda amounted to \$137,415.31, and the cost of the sea-conveyance thereof was \$81,719.27. The United States postages on mails exchanged with Brazil, Japan and China, the Sandwich Islands, New Zealand, and Australia, by means of the subsidized lines of direct mail steamers, amounted to \$38,945.22.

The total cost of the United States ocean mail steamship service for the year 1872 (including \$725,000 paid from special appropriations for steamship service to Japan and China, to Brazil, and to the Hawaiian Islands) was \$1,027,020.97.

Contracts for the conveyance of the mails from New York to European

ports, copies of which are annexed, have been executed with the Liverpool and Great Western Steamship Company for the Wednesday's mail from New York to Queenstown and Liverpool; with the Hamburg American Packet Company for the Thursday's mail from New York to Plymouth and Hamburg; with the Oceanic Steam Navigation Company for the Saturday's mail to Queenstown and Liverpool; and with the North German Lloyd, of Bremen, for the Saturday's closed mails from New York to the continent of Europe, via Southampton. Each of these companies receives the sea-postages on the mails conveyed as full compensation for the service, and the contract with each expires on the 31st of December, 1873, when it is hoped that the sailing-days of the respective transatlantic steamship lines can be so adjusted as to secure the dispatch of mails from New York to Europe on each week-day by steamers of approved speed.

The contract for the conveyance of an additional monthly mail on the mail steamship route between San Francisco and Japan and China, authorized by the act of Congress approved June 1, 1872, has been awarded to the Pacific Mail Steamship Company, of New York, the contractor for the existing monthly service, the bid of that company for the performance of the required service, at a compensation of \$500,000 per annum, being the only one received under the advertisement issued by this Department. A copy of this contract is annexed.

A new contract has been executed with the Pacific Mail Steamship Company, contractor for the mail steamship service to Japan and China, under the stipulations and provisions of the acts of Congress approved February 17, 1865, and February 18, 1867, which discharges and releases from future responsibility the sureties for said company under the previous contracts, executed the 16th of October, 1866, and the 20th of March, 1867, respectively, and substitutes new sureties in their stead. This contract contains all the stipulations and conditions of the two contracts previously executed, and was made at the request of said company, for the sole object of accepting new sureties and releasing the original sureties from further responsibility, as they have retired from the management and direction of the company. A copy thereof is hereto annexed.

I respectfully renew the recommendations made in my report of last year for an increase of service from monthly to semi-monthly trips on the mail steamship route to Brazil, and also for a moderate subsidy in aid of the establishment and maintenance of an American line of mail steamers between San Francisco and New Zealand and Australia, by way of the Hawaiian Islands.

A postal convention has been concluded with the Kingdom of Denmark, a copy of which is appended, establishing, from January 1, 1872, a reduced international postage of 7 cents per single rate on letters exchanged with that kingdom, and moderated charges on prints of all kinds, patterns, and samples of merchandise. Similar postal conven-

tions have been agreed upon with the postal administrations of the kingdoms of Sweden and Norway, and now await formal execution. These conventions will establish a reduced international letter-postage of 9 cents per single rate to Sweden, and 10 cents per single rate to Norway.

A second additional convention has been concluded with Switzerland, establishing a regular exchange of correspondence, in closed mails, at reduced postage rates, by the route through Germany, via Bremen or Hamburg, a copy of which is annexed.

The postal conventions with Ecuador and the Argentine Republic, referred to in my last report, have been ratified by the governments of those countries, respectively, and the ratifications thereof exchanged at Washington. Copies of these conventions are hereto annexed.

A postal convention with Newfoundland, reducing the international letter-postage to 6 cents, has been concluded, a copy of which is annexed.

During my administration, improved postal conventions and arrangements have been concluded with the leading commercial countries of Europe and America, establishing greatly reduced postage-charges on correspondence with all parts of the civilized world. France is the only commercial country of prominence with which any serious difficulty has been encountered in effecting a reduction of postage and otherwise improving the conditions of international mail communication. I have the satisfaction to state, however, that the negotiations with the French government give promise of the early conclusion of a postal convention, fixing the single rate of international postage at 8 cents (40 centimes) per 10 grammes, and providing for the exchange of printed papers of every kind upon satisfactory terms. The draught of this convention has been definitely agreed to by the French director of posts, and has been submitted for the approval of the minister of finance. Its conclusion will place our postal communications with all parts of the world on a most advantageous footing, leaving little to be accomplished by treaty for some time to come, with respect either to cheapness of rates or facilities of postal intercourse.

APPOINTMENTS.

The report of the appointment office shows the following:

Number of post-offices established during the year	2,703
Number discontinued	885
Increase	1,818
Number in operation on June 30, 1871	30,045
Number in operation on June 30, 1872	31,863
Number to be filled by appointments of the President	1,200
Number to be filled by appointments of the Postmaster-General	30,663

Appointments were made during the year:

to resignations	4,091
to removals	939
to changes of names and sites	199

On deaths of postmasters.....	324
On establishment of new post-offices	2,703
Total appointments.....	8,260
Number of cases acted on during the year	9,410

The number and aggregate compensation of special agents, route-agents, mail-route messengers, railway post-office clerks, and local agents, in service during the year ended June 30, 1872, were:

59 special agents.....	\$168,755
764 route-agents	737,820
146 mail-route messengers	89,910
642 railway post-office clerks.....	812,600
95 local agents.....	69,216
Total compensation.....	1,878,301

The free-delivery system has been in operation during the year in fifty-two of the principal cities, with the following aggregate results:

Number of letter-carriers	1,443
Mail letters delivered.....	127,098,828
Local letters delivered.....	33,003,840
Newspapers delivered	36,627,368
Letters collected	115,117,321
Amount paid carriers, including incidental expenses	\$1,385,965 76
Postage on local matter.....	\$907,351 93

Showing the following increase, compared with last year :

Letter-carriers	24
Mail letters delivered.....	14,486,135
Local letters delivered.....	5,958,120
Newspapers delivered	4,017,015
Letters collected	1,829,719
Amount paid carriers, including incidental expenses	\$32,042 53
Postage on local matter.....	\$149,231 15

The following table shows the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in post-offices, route-agents, railway postal clerks, and other officers in service on the 30th June, 1871, and the 30th June, 1872, respectively:

Departmental officers and employés:

1871.	1872.
1 Postmaster-General.....	1
3 Assistant Postmasters-General.....	3
1 superintendent of foreign mails.....	1
1 superintendent of money-order office.....	1
1 chief of division of dead letters.....	1
1 chief clerk of Department.....	1
4 chief clerks of Bureaus.....	4
319 clerks, laborers, watchmen, &c.....	331
331	340
Total departmental.....	340

Other officers and agents:

1871.		1872.
30,045	postmasters	31,863
7,286	contractors	5,544
3,439	clerks in post-offices	3,754
1,419	letter-carriers	1,442
684	route-agents	764
513	railway postal clerks	642
103	mail-route messengers	146
2	local agents	95
52	special agents	59
<u>\$1,954</u>	Total in service	<u>44,655</u>

RE-ADJUSTMENT OF POSTMASTERS' SALARIES.

The second section of the act of July 1, 1864, directs the Postmaster-General to review and re-adjust the salaries of all postmasters once in two years, and in special cases as much oftener as may be deemed expedient. In accordance therewith, the salaries of 31,863 postmasters have been reviewed and re-adjusted for two years from July 1, 1872. The salaries as thus re-adjusted make a yearly aggregate of \$5,620,045. The establishment of new offices and the re-adjustment in special cases will increase the amount somewhat during the current fiscal year; and, as only \$5,525,000 was appropriated for this purpose for the year ending June 30, 1873, an additional sum will be asked for to meet the deficiency.

DEAD-LETTERS.

The number of letters, domestic and foreign, received at the dead-letter office during the last year, was as follows:

Domestic letters classed as—

Ordinary	2,926,012
Drop	542,804
Unmailable	379,824
Hotel	24,405
Fictitious	35,095
Registered	5,152
Returned from foreign countries	83,422
Total domestic letters	3,996,714
Foreign letters	244,660
Whole number	4,241,374

Of domestic letters not registered, 15,838 contained money amounting to \$59,288.03, in sums of one dollar and upward; and of the registered letters, 1,271 contained \$7,983.52—making a total of 17,109 letters, containing \$67,271.55. Of these, 14,193, containing the sum of \$57,979.50, were delivered to the writers or persons addressed; 2,462, containing \$3,047.22, which could not be returned to the owners, were filed for reclamation; and 2,916, containing \$9,292.05, were outstanding or on hand awaiting disposition. The number inclosing sums less than \$1 was 14,406, containing \$4,290.93, of which 10,736, containing \$3,303.23, were delivered to the writers or persons addressed, and 3,670, containing \$1,987.70, were outstanding or on hand for disposition.

The number of letters containing bank checks, drafts, deeds, &c., was 19,919, of the nominal value of \$3,320,300.38, of which 18,348, of the nominal value of \$3,103,062.45 were delivered to the owners, and 1,332, of the nominal value of \$217,237.93, were outstanding or filed for reclamation.

The number of packages and letters containing jewelry, books, and other property, was 8,456, of which 5,468 were delivered, and 2,988 were filed for reclamation.

The number containing photographs was 43,093, of which 32,981 were delivered, and 10,112 were filed.

The number containing receipts, bills of lading, &c., was 26,952, of which 25,012 were delivered, and 1,940 were filed. The number containing postage and revenue stamps, and articles of small value, was 38,270, of which 32,801 were delivered, and 5,469 were filed.

The number of letters, without inclosures, remailed to the writers, was 1,529,707, of which 1,210,507 were delivered, and 319,200 were returned to the office and destroyed. The number in which the writer's name and local address were omitted, or were illegible, and of letters containing circulars, &c., and consequently destroyed, was 2,294,575.

Of the unmailable letters, 312,846 were detained for postage, not being prepaid, as required by law. They were either wholly unpaid, were not prepaid one full rate, or were stamped with illegal or revenue stamps; 62,337 were misdirected, the post-office, State, or some necessary part of the address being omitted; and 4,641 had no address whatever.

The number of applications for dead-letters was 7,159, and in 2,285 cases the letters were found and forwarded to the applicants or owners.

The amounts deposited in the United States Treasury were—

For unclaimed dead-letter money during the year	\$7,299 00
For proceeds of sale of waste-paper during the year	\$3,586 13
For proceeds of sale of post-route maps	703 34
For proceeds of sale of old carpets	95 75
Total miscellaneous	4,385 22
Total deposited during the year	11,684 22

POSTAL MONEY-ORDER SYSTEM.

The number of money-order post-offices in operation during the last year was 2,452. On the 15th of July, 1872, 324 additional offices were established and one was discontinued, so that the whole number is now 2,775.

The number of domestic money-orders issued during the year was 2,573,349; of which the aggregate value was	\$12,515,532 72
The number of such orders paid was 2,568,350, amounting in value to	\$12,042,405 88
To which is to be added the amount of orders repaid to the remitters	377,239 09
Total of payments	42,419,644 97
Excess of issues over payments	95,887 75

The amount of fees or commissions received from the public by postmasters for the issue of money-orders was \$350,285.66.

These transactions exhibit an increase over 1871 of \$6,351,414.69, or about 15 per cent., in the amount of orders issued; of \$6,392,308.66, or about 15 1-5 per cent., in the amount of orders paid; and of \$54,999.51, or 18 3/4 per cent., in the amount of fees received.

The average amount of the money-orders issued during the last year was \$18.85, being 65 cents less than the average of the preceding year.

The whole number of duplicate orders drawn was 13,720, of which 13,573 were issued to replace original orders which had been lost, or failed to reach their destination in due time, by reason of imperfect or erroneous address or change of payee's residence. One hundred and thirty-three duplicates were in lieu of orders rendered invalid because not presented for payment before the expiration of one year after date, and fourteen were in place of orders invalidated by more than one indorsement. There were 4,862, or almost 55 per cent., more duplicates issued last year than during the previous year. A considerable portion of this large increase is to be attributed to the destruction or defacement of money-orders by the great fire at Chicago.

The receipts and expenditures of the domestic money-order system, as adjusted and reported by the Auditor, were as follows, viz:

Receipts:

Fees received for money-orders issued	\$350, 285 66
Amount received for premium on drafts.....	213 74
Total	350, 499 40

Expenditures:

Commissions to postmasters and allowances for clerk-hire..	\$224, 525 99
Allowances for postmasters' remittances lost in transmission	
by mail	3, 861 00
Incidental expenses for stationery and fixtures.....	16, 134 64
	244, 521 63

Excess of receipts over expenditures	105, 977 77
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The above excess, and also the further sum of \$337,419.86, being the total of profits which have accrued from the operations of the money-order system from November 1, 1864, to June 30, 1872, have been duly placed to the credit of the Treasurer of the United States, for the service of the Post-Office Department, in pursuance of the provisions of section 42 of the act of June 8, 1872.

During the past year the aggregate amount of surplus funds deposited by the smaller offices in the larger was \$36,548,939.97. Twenty of these remittances, amounting to \$4,048, were reported as lost in transmission by mail, being less, by \$7,005.52, than the losses of the previous year.

The following is a tabular statement of cases of lost remittances under consideration during the year, viz :

Fiscal year.	Allowed to credit of remitting postmaster.		Recovered by special agents.		Pending.		Aggregate.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Ended June 30, 1871.....	8	\$2,919	3	\$320	1	\$200	12	\$3,439
Ended June 30, 1872.....	6	942	4	595	10	2,511	20	4,042
Total.....	14	3,861	7	915	11	2,711	32	7,481

Drafts on the postmaster at New York to the amount of \$4,195,525 were drawn by certain postmasters whose receipts from the sale of orders occasionally or habitually fell short of the sums required by them to pay orders on presentation. Postmasters in the Pacific States and Territories, who found themselves at any time in want of assistance to make their money-order payments, were, upon application, supplied with the requisite funds by either the postmaster at San Francisco or the postmaster at Portland, Oregon, as was most convenient to the applicant in respect to communication. The amount remitted for this purpose by the former postmaster was \$52,431, and by the latter \$13,580.

Of the whole number of orders paid, viz, 2,568,350, it was alleged that payment of 33 was fraudulently procured through forgery of the payee's signature, or by false pretenses, being at the rate of one fraudulent payment in every 77,828 payments. The following is a tabular statement of cases of this kind before the Department for disposal during the fiscal year:

Fiscal year.	Refunded by Department.		Charged to paying postmaster.		Recovered by special agents.		Unsettled and pending.		Aggregate.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Ended June 30, 1871....	3	\$73 00	9	\$258 35	1	\$50 00	1	\$49 75	16	\$453 60
Ended June 30, 1872....	5	98 50	8	166 50	7	251 44	15	605 45	33	1,099 39
Total.....	8	171 50	17	424 85	8	301 44	16	655 20	49	1,552 99

Under the authority given to the Postmaster-General by section 104 of the act approved June 8, 1872, the money-order system was, on the 15th of July last, extended to ten of the stations or sub-post-offices of the city of New York, selected with a view to public convenience, and to three at Boston. From that date to the close of the quarter ended September 30, 1872, the stations of New York issued orders to the amount of \$52,952.17, and paid orders to the amount of \$9,091.93. At the Boston stations the issues during the same time were \$9,519.76. and the payments \$4,079.91.

The aggregate amount in currency deposited with postmasters in this country, to be transmitted by international postal orders to payees in Switzerland, was \$85,579.92, and the amount remitted in the same way from that country for payment here was \$14,101.35, showing an increase over last year of \$47,090.36, or 122.35 per cent., in the issues, and of \$2,097.82, or 17.48 per cent., in the payments.

It appears, from the accompanying report of the Auditor, that, after payment of all balances due Switzerland on the exchange of money-orders during the year, a net profit of \$2,346.69 accrued to the United States, the expenses proper, exclusive of the premiums paid for gold-funds to meet balances due Switzerland, having amounted to only \$86.06, of which \$26.11 were commissions to postmasters, and \$57.75 incidental expenses. The total cost of premiums on payments of gold-balances was \$6,665.20.

Additional articles to the postal convention with Switzerland of October 12, 1867, for the exchange of money-orders, were concluded February 23, 1872, by which the rates of commission for the issue of international orders are simplified. Formerly, each postal administration charged, in the first place, its ordinary domestic rate for the issue of an international order, and then deducted, at its dispatching exchange office, one per cent. from the amount of the order to meet the cost of exchange. Finally, the exchange office of the paying country made a further deduction from the order, as a charge for payment, equal to the amount of its ordinary domestic fee. At present, a single fee only is charged, which is paid by the remitter, and each postal department pays to the other one per cent. of the total amount of orders which it issues. The rate of the commissions for the issue of orders in Switzerland is fixed at two per cent., gold value, and in this country at two and one-half per cent. in currency. A copy of the convention making these modifications accompanies this report.

On the 1st of October, 1871, the system for the exchange of money-orders between the United States and the United Kingdom was put into operation. From that date to the close of the fiscal year, the amount of orders issued in this country for payment in the United Kingdom was \$747,426.08; and the amount of orders from that kingdom paid here was \$133,810.83. The fees received amounted to \$23,466.85, and the sum paid for commissions to postmasters, clerk-hire, and incidental expenses, was \$9,832.85.

In pursuance of the provisions of a postal convention concluded at Berlin July 22, 1871, a copy of which is hereto annexed, the exchange of postal money-orders between the United States and the German Empire was commenced October 1, 1872.

MISCELLANEOUS.—FRANKING PRIVILEGE.

In my three previous reports, I have urgently recommended the immediate and unconditional repeal of the franking privilege. The

experience of the past year has strengthened my conviction that its abolition is absolutely necessary to an efficient, economical, and vigorous administration of our postal system.

By reference to a special report made to Congress on the 12th of January, 1871, it will appear that the actual cost of free matter, if charged with the regular rates of postage, was then \$2,543,327.72 annually. During the late presidential canvass, the quantity of such matter was largely increased, and I think it safe to say that the free matter carried during the past year, if taxed at ordinary rates, would have yielded a revenue of three and a half millions of dollars, a sum larger than the entire deficiency of the year. In addition to the heavy loss of revenue thus indicated, great inconvenience was experienced from derangements and delays in the regular and prompt transmission of the mails caused by the immense amount of free matter thrown suddenly, and without notice or system, upon the postal routes of the country. The delays and irregularities wholly chargeable to this cause have been the subject of many complaints during the past year. At the last session of Congress, a bill passed the House of Representatives, by a vote of 139 to 29, for the unconditional repeal of the franking privilege, but reached the Senate too late for action before the adjournment. If it be deemed desirable to reduce the public expenditures by removing the constantly increasing burden imposed upon the Treasury by the franking privilege, and if it be considered a wise measure of administration to make the postal service as nearly as practicable self-supporting, thus preparing the way for the reduction of existing rates of postage, and for the introduction of other needful reforms, I know of no measure more entitled to favorable action than the above-mentioned House bill now pending in the Senate. I therefore feel that I cannot too strongly urge its passage immediately after the re-assembling of Congress.

POSTAL TELEGRAPH.

In compliance with the provisions of law requiring the Postmaster-General annually to fix the rates for official telegraphic dispatches, I issued an order, dated the 29th of June, 1872, one section of which retained the previously-established rate for ordinary telegrams, viz, one cent per word for each distance of two hundred and fifty miles, or fraction thereof, to which rate no formal objection had been made by the telegraph companies.

The rates established in 1871 for signal-service messages having been objected to as too low by the Western Union Telegraph Company, by whom the greater part of the service was performed, I again availed myself of the experienced counsel and assistance of Brigadier-General Albert J. Myer, Chief Signal-Officer, and Hon. William Whiting, specially retained as Assistant Attorney-General, with authority to represent the United States in the negotiations with the telegraph companies.

The Western Union Company contended, first, that the signal-service messages, which, to be effective, require simultaneous transmission through special circuits at certain times, were not covered by the second section of the act approved July 24, 1866, entitled "An act to aid in the construction of telegraph lines, and to secure to the Government the use of the same for postal, military, and other purposes," and could only be sent by special arrangement; second, that the understanding under which the company had been transmitting such reports was not intended to be continuous, but was terminable at the pleasure of the company at the end of a year from the 24th of May, 1871, when the company gave formal notice that it would discontinue the service unless a higher rate should be allowed therefor.

On both of these points I took the opposite ground, maintaining the right of the Government to require the transmission of the weather-reports under the act of 1866, and also asserting the permanent character of the assent of the company to this construction of the law. In view, however, of the representations of the company as to the insufficiency of the compensation previously allowed, and acting on the recommendations of General Myer and Mr. Whiting, I advanced the rates for signal-service messages from two to three cents per word for each circuit over which they might pass, in accordance with the plans of the Chief Signal-Officer.

Grave difficulties have arisen from time to time between the Government and certain of the telegraph companies, which have declined and still decline to furnish such facilities as are deemed essential to the perfect success of the signal-service.

In my opinion, a Government telegraph affords the only safeguard against the continuance of such evils. While the embarrassment consequent on the attitude of the telegraph companies toward the Government demands prompt attention, it is but one of the many considerations which point to the adoption of a postal telegraph as a measure of immediate public necessity.

When, through the liberality of Congress, the first telegraph line had been constructed, and the partial success of the invention demonstrated, the question arose whether the Government should purchase the patent or relinquish to private parties the line which it had built. The reasons why the Government should assume control of this new means of transmitting intelligence were forcibly set forth in various letters of the inventor, and in a report of the Ways and Means Committee of the House of Representatives.

This report, (No. 187, second session Twenty-eighth Congress,) after enlarging upon the wisdom of the policy which led the founders of our Government, "devoted as they are known to have been to the power and importance of the States, and jealously apprehensive of the undue preponderance of the Federal branch," to "engraft on that branch a power so great, so growing, so penetrating and pervading as that of

the post-office system," and alluding to the extension of that power by the adoption of all the more rapid and improved methods of transmission which had been introduced since the adoption of the Constitution, continues:

But, though not anticipated or foreseen, these new and improved modes were as clearly within the purview of the Constitution as were the older and less perfect ones with which our ancestors were familiar. * * * The same principle which justified and demanded the transference of the mail, on many chief routes, from the horse-drawn coach on common highways to steam-impelled vehicles on land and water, is equally potent to warrant the calling of the electro-magnetic telegraph in aid of the post-office in discharge of its great function of rapidly transmitting correspondence and intelligence.

And again :

Should the arrangements into which he (the inventor) may find it necessary to enter with private individuals or associations stipulate exclusive rights in their favor, it is manifest how greatly Government and people would lie at their mercy. Having in their hands the monopoly of such a medium of intelligence on the important lines, they could make such use of their advantages over the Government and the community as would at length enable them to exact their own terms as the price of the surrender of their exclusive right ; for the truth cannot be too often repeated, or too deeply impressed, in relation to this subject, that the people will never submit long to the mischiefs and discredit of the public post being outstripped by any private monopoly or establishment whatever. The loss of revenue will co-operate with the complaints and sufferings of the people to do what were better done at once, namely, to establish the telegraph in connection with and as a branch of the post-office.

The following paragraph of the report must now be read with peculiar interest :

The committee might easily add to the views and arguments which they have now presented others of a highly commanding character, especially those which relate to the extreme value of which the magnetic telegraph would be in the emergencies of war, and its singular adaptedness to render our system of Government easily and certainly maintainable over the immense space from the Atlantic to the Pacific which our territory covers. Doubt has been entertained by many patriotic minds how far the rapid, full, and thorough intercommunication of thought and intelligence so necessary to a people living under a common representative republic could be expected to take place throughout such immense bounds. That doubt can no longer exist. It has been resolved and put an end to forever by the triumphant success of the electro-magnetic telegraph of Professor Morse, as already tested by the Government.

Owing to the slowness of the public to recognize the advantages of the new invention, and the doubts cast on the feasibility of its operation over long distances, the course recommended by the committee was not adopted, and the line, built and for some time maintained at Government expense, was turned over to the holders of the patent. Since that day the above predictions have been gradually approaching realization, and many evils, unforeseen by the committee, have grown up under corporate management of the telegraph system.

If the effects of rivalry between the telegraph and the mail upon the revenues of the post-office have not been serious, it is due alone to

the liberal management of the latter as compared with that of the companies, a management which, since the invention of the telegraph, has reduced the rates of postage from twenty-five to three cents, and increased ten-fold the correspondence of the country. The natural policy of private companies is to extend facilities slowly and only to profitable points, to let their business augment gradually, and to reap large profits from a small number of messages, while a Government system, managed in the interests of the people, pursues exactly the opposite course. Had the policy of the post-office been adopted by the telegraph companies, or had the Government held to the old rates of postage, the telegraph, instead of now transmitting one-fiftieth part of the annual correspondence of the country, (collecting therefor one-third of the entire expense of the post-office establishment,) would probably transmit at least one-tenth. The profits required of private enterprises would not have permitted such a course. But improvements in telegraphy render it by no means certain that in future the telegraph will not to a very great extent supersede the mail as a means of correspondence. The introduction of the duplex transmitter, doubling the capacity of lines for through business, and of the "fast" or automatic system, by which one wire can be made to do the work of six; the probable simplification of the fac-simile system of Caselli, by which an exact copy of anything that can be drawn or written may be instantaneously made to appear at a distance of hundreds of miles from the original; and the countless other applications of electricity to the transmission of intelligence yet to be made,—must sooner or later interfere most seriously with the transportation of letters by the slower means of the post.

Meanwhile, the immediate defects and abuses of the telegraph call loudly for reform. The system has grown up with and by the side of railroads, and has naturally directed itself to profitable and easily accessible districts. It has followed the march of civilization, and not, like the post-office, led the van. It has waited for certain remuneration before advancing, without attempting to educate the people through its use to an appreciation of its advantages. On the contrary, its spirit has been too often illiberal and unprogressive. A glance at the telegraph map of the country shows large districts totally unprovided with telegraphic facilities, and many important places with post-offices in their business centers dependent upon the outlying railroad stations for the means of telegraphing. The tariffs are exorbitant, unequal, and complex, supplemented in some cases by enormous charges for local delivery, and regulated entirely by the pleasure of the companies. In this connection I ask attention to the table (Telegraphs, 3) appended to this report. It has been carefully compiled from statistics kindly furnished me by the International Bureau of Telegraphs in Europe, by the directors of the different national bureaus, by Mr. George Sauer, an American gentleman residing in Europe, who has made the subject of government telegraphs⁷a

special study, and by the officers of several of the American companies, to all of whom I desire to express my acknowledgments. The table shows that, with a cost per mile for construction and equipment much lower here than in Bavaria, France, Great Britain, Italy, and the average of Europe, and about equal to that in Belgium and North Germany, and with a yearly expense per mile of line which will compare most favorably with that of the countries mentioned, the telegraph in this country collects an average of 70 cents on each message, against an average of 16 cents in Bavaria and Belgium, 28 in France, 29 in Great Britain, 32 in Italy, 22 in Germany, and 38 in Europe generally. On the continent, the minimum tariff is for twenty words, including address and signature, (which are estimated together to average seven words;) in the United Kingdom it is for twenty words, exclusive of address and signature; while in the United States the address and signature are excluded, and ten words only allowed.

The table (Telegraphs, 4) gives a comparison of telegraphic tariffs in Europe with those in the United States as regards distance, showing the lowest average rate per mile on 32 messages sent from Washington to points east of the Mississippi River to be higher than the highest average rate per mile abroad, (that in Russia,) and the average rate per mile on 96 messages here to be from one and one-half to four times as high as those of Europe, notwithstanding the greater distances in this country.

The same table also marks most clearly the inequality and discriminating character of American tariffs, as opposed to the generally uniform rates of Europe.

The uniform system has recently been adopted in Canada, and a tariff of 25 cents established throughout the Dominion, with highly satisfactory results, as will be seen by reference to the statement of the president of the Montreal Telegraph Company, (Telegraphs, 5,) for which I am indebted to the honorable postmaster-general of Canada.

The complex and uncertain character of our rates, necessitating sometimes a personal visit to the office, and frequently a lengthy computation to ascertain the cost, is also one of the greatest obstacles in the way of the extended use of the telegraph. A uniform or simple and well-known rate of charge permits the use of letter-boxes or other places of deposit.

The table (Telegraphs, 6) illustrates the extent to which the rates to large cities in the United States are burdened with delivery charges, which often double the cost of a message addressed to points very far within the free delivery of the post-office. The abolition of this delivery charge in England by the government has produced a most salutary effect.

But perhaps the greatest evil of the American system, in this regard, is the utter lack of restraint upon the companies as to their charges.

When the "exclusive right," or patent, referred to in the report above quoted, expired, it was believed that competition would afford a remedy for the evils which were even then oppressively felt by those who had occasion to use the telegraphs. Events, however, have shown this belief to have been unfounded. Although new companies have from time to time sprung up to divide the profits of telegraphy, they have generally proved short-lived, and their reductions of tariff have been but temporary and within narrow limits. The vast extent of the lines of the companies now consolidated under the name of the Western Union has enabled them to reduce rates between places reached by the opposition to a point which barely enables the latter to meet expenses, without seriously impairing their own revenues. Incredible as it may appear, the official statements of the Western Union Company show that their average receipt per message has been increased eleven cents, or nearly 20 per cent., since 1867, notwithstanding the undoubted reductions of tariff between important points. Whether this is due to the augmentation of rates between offices not reached by competition, or to some other cause, I do not know.

Not only has competition thus failed to affect the great mass of the telegraphic business, but, in addition, there are evidences of a combination between the competing parties which has recently resulted in an advance of rates between points reached by the wires of both. The table (Telegraphs, 7) gives a few specimens of rates in operation previous to and since the 1st of May, 1872, which were fixed by agreement between companies formerly rivals. The movement is perfectly natural, and, from the companies' stand-point, justifiable; for it cannot be expected that a tariff which is perhaps highly profitable to one company will pay, on a divided business, the more than doubled expenses of two, even if the capital invested in the opposition system could afford to wait for its dividends until the lines were so extended as to secure a fair share of patronage.

While, as I have stated, I believe that improved means of transmission will eventually render the telegraph a formidable rival of the mail, which it cannot be without large reductions in tariff, I am convinced by experience that these improvements will be adopted too slowly to meet the necessities of the people, and that, whatever the rates may be, the wires will be practically controlled by one corporation so long as they remain in private hands. The gradual reduction in rates, if ever made, will, therefore, be more than counterbalanced by the growth of the evils attending the management of the telegraphs by a private monopoly.

Among these evils may be classed the possible abuse of the wires for personal ends by business men controlling them; the enormous and dangerous extent of the free-message business; the discrimination between the messages of different customers, both as to rates and order of

transmission; and the vast and irresponsible influence of telegraphic managers over the press of the country.

However unjust may be the suspicion that those controlling the telegraphs make use of the information passing over their wires, it will probably continue to impair public confidence in this means of correspondence so long as it remains in the hands of persons engaged in commercial pursuits. The business community, from which in this country by far the larger part of the telegraphic patronage is derived, will certainly be more reluctant to intrust its dispatches to possible rivals than to officers of the Government. Were the latter, however, to have the same motives for scrutinizing messages, the vast amount of business under a low Government tariff would render it much less practicable. The use of ciphers, now frequent among business men, has to some extent neutralized the danger of the divulgement of secrets; but these cannot be used on every occasion in commercial transactions.

The sending of free messages not only imposes a large burden upon the paying public, but leads to consequences, which I need not here discuss, more dangerous, in proportion to their extent, than those which spring from the abuse of the franking privilege of the post-office. About 7 per cent. of the entire telegraphing of the country is done without apparent remuneration.

The discrimination between the messages of different customers consists, first, in the transmission of "commercial news" in advance of its regular order for distribution among subscribers, to the delay of the messages of those who do not patronize the "commercial news bureaus," although of the same or an equally important class; and, second, in unequal charges for equal service, from which injustice a portion of the newspaper press is the chief sufferer.

The relations of the telegraph to the press are necessarily of a very intimate character. The publication of telegraphic items having become at an early day a large and essential part of the business of newspapers, arrangements were soon made for their collection and transmission. Press associations were formed, with agencies at all important news centers, and by co-operation were enabled to secure the transmission of their dispatches at rates which, though hardly less profitable to the companies than those for private messages, were still exceedingly low when divided among the several newspapers. In addition to their associated dispatches, many of these papers received "specials," for which the telegraphic charges were also somewhat lower than the ordinary tariff.

For mutual advantage and protection against competition, an exclusive character was given to these arrangements, the newspapers agreeing not to patronize or encourage opposition lines, and the telegraph companies agreeing on their part to charge higher rates for "specials" to papers not belonging to the associations, but at the same time retaining

control over the associated papers by refusing to enter into permanent or long contracts with them.

The result of this combination has been the repression of newspaper enterprise, the associations requiring in some cases a unanimous vote for the admission of a new member, and the rate for "specials" to non-association papers being so high as to prevent, in many cases, their establishment.

The immediate interests of the associated papers have led many of them, in conjunction with the telegraph companies, to oppose a Government telegraph. I am satisfied, however, that the press generally would derive such great benefits from the change that even those papers to which the sale of dispatches is a source of actual revenue will gain rather than lose by it. The great majority will hail with joy a relief from their dependence upon the telegraph companies, without which relief they never can be entirely free.

The Department could not, of course, attempt to regulate the membership of press associations. It could, however, abolish the distinction in charge between association and outside papers with regard to special dispatches. Looking upon the press as the great agent of popular education, the Government would make a liberal reduction in its favor from the tariff for private messages, and would measure the charge by the work done, whether for a single paper or an association. The rates, it is hoped, would be so low as to permit a free use of the telegraph by all. The renting of special wires by the press would be encouraged.

The considerations above noted have long appealed to Congress for the establishment of a postal telegraph. The importance of the measure has been urged from all points of view—by State legislatures, by boards of trade, by commercial conventions, by the independent press, and by private persons, many of whom have been prominently identified with the practical workings of the telegraph in this and other countries. The legislation of Congress, which had previously been confined to the liberal encouragement of the telegraph in private hands, was directed, after the close of the rebellion, toward its assumption by the Government as part of the post-office establishment. Strenuous opposition was manifested to this proposal. The reasons alleged against its adoption were principally—

1. That the telegraph was essentially a private interest, and should not be controlled by Government, especially in a republic.

2. That under our political system a Government telegraph would be a dangerous instrument in the hands of the party in power, increasing its patronage, and permitting it to scrutinize and delay the messages of the opposition.

3. That Government management, though more expensive, would be less efficient, and that the public would not be so well served thereby.

4. That the cost of the postal telegraph would be more than the finances of the country would permit, particularly if, as was claimed, it could not be made self-supporting.

The first three of these objections were not deemed sufficient to counterbalance the advantages which the proposition offered. It was contended, and with effect, that the business of telegraphing was substantially the same as letter-carrying, and that no reason could be advanced in favor of governmental management of the one which did not apply with equal force to the other; that the incorporation of the telegraphs with the post-office would not at first add largely to the number of officials, and that the technical training and experience which these officials must have in order to perform their duties at all would preclude their selection for political reasons; that the simple precaution of timing the receipt, transmission, and delivery of messages would prevent their delay, and that their secrecy could be as effectually guarded by Government under restraint of law as it ever has been by private parties; that the same motives for efficient management exist on the part of salaried officials, whether in the employ of the Government or of a widely-extended corporation; that the people could exert a much greater influence on a Government Department, through Congress and through the press, than they can upon a company managed in the interests of its stockholders, notwithstanding the legal responsibility of the latter; that the consolidation of competing lines and the removal of the offices into the post-offices would cause a large reduction in the expense of management, and that the employment of one staff for both postal and telegraphic service at perhaps two-thirds of the stations, besides further reducing the expenses, would enable the Department to pay better salaries than are now received by either class of employes, and secure greater efficiency.

The fourth objection, supported as it was by statistics claiming to show that governmental telegraphs in Europe were not self-supporting, weighed strongly against immediate action on the proposition for a postal telegraph in this country.

The abuses of the existing system were, however, deeply felt. Relief therefrom seemed to be offered in 1866 by a new company, called the National, which sought to obtain from Congress certain valuable franchises, and proposed in return to transmit Government dispatches in advance of and cheaper than those of private parties, and to submit to a proviso reserving the right of Government to step in at any time and take its lines at an appraised value.

In the consideration of this proposition, however, the idea of a future Government telegraph still predominated. It was decided not to restrict the privileges asked for by the National company to that organization, and they were freely offered to all companies who chose to accept the terms of the act. The provision in the original draught declaring that the Government might purchase their lines at any time was

altered so as to make it operative after the expiration of five years. Its value as a check on the companies was thus utterly lost, and its intent was changed from the exertion of a perpetual control over private interests to a notification that, after a certain date, the Government might assume the management of what was manifestly considered a public business, and to the expression of a willingness to acquire the necessary machinery therefor at a fair price from companies already possessing it, in preference to purchasing and erecting new machinery.

The act was finally passed in that shape, and approved on the 24th of July, 1866. It was at once accepted by the leading companies, of whom the following are now operating their lines subject to its provisions: Western Union, International, International Ocean, Northwestern, Missouri River, Atlantic and Pacific, Pacific and Atlantic, Great Western, Franklin, Southern and Atlantic, and National.

The time having now come, in my opinion, when the benefits of a Government telegraph should be secured to the people, it is desirable that advantage should be taken of the provisions of this act, and the lines of some or all of the above companies brought under control of this Department. The other objections to such a course having, it is believed, been fully answered, it only remains to be shown that the expense of acquiring a comprehensive system of lines can be easily borne, and that the system, once acquired, can be so managed as to realize from the receipts of the telegraph itself sufficient, after meeting all expenses, to pay the interest on the purchase-money, provide for all necessary annual extensions, and gradually to recover the principal, even at the greatly reduced rates which prevail in foreign countries. While the limited data at my command will not permit me to give detailed estimates, my information on the subject is sufficiently accurate to enable me to lay before you the following general plan. Before it can be elaborated, it is necessary that I should be authorized to appoint the appraisers provided for in the act of 1866, and, in addition thereto, that a commission should be appointed, to consist of three members, conversant with the subject, to examine the different systems of telegraphy, and to prepare a scheme for submission to Congress with the report of the appraisers.

Upon the enforcement of the act of 1866, the United States will come into possession of some 75,000 miles of telegraph line, carrying about 160,000 miles of wire. Upon the supposition, however, that if the companies not now operating under the act shall decline to accept its provisions, it will be necessary for the Government to build lines of its own covering their territory, I have made the following estimates, to include the total facilities of all the companies, as shown in the table, (Telegraphs, *viz.* 77,000 miles of line and 165,000 miles of wire.

The majority of lines in this country have been built very cheaply, their entire cost, including patents, being probably much less than

\$10,000,000. In fact, the poles have been erected in many cases entirely without cost to the telegraph companies, by the railroads along whose tracks they are built. But should it prove impossible for the appraisers to ascertain this cost for each of the companies, the sum for which the Government could duplicate the existing system is easily determined. Data in possession of this Department show that many lines have been lately built, probably not of the best quality, but fully up to the average standard, for not more than \$115 per mile of single-wire line and \$30 per mile of additional wire. For equipment an allowance of \$5 per mile of line is ample. Were all the wires to be strung at the same time, as they would be if the present system were to be duplicated by the Government, the cost would probably be much less. The cost of a new system, equal in extent to the present, would, at the above rates, be \$11,880,000. Many of the wires having, however, been in use for a long time, the appraisers would probably deduct largely from this amount on account of deterioration; but the sum so deducted, at least, would have to be paid out for reconstruction.

It may be proper to state that one of the companies has advanced the theory that the Government should purchase, not only its telegraph lines, property, and effects, but also the good-will of its business, based on present and prospective profits. As it is difficult to see how mere good-will can be brought before the appraisers under the law as it stands, it is, perhaps, unnecessary for me to discuss at much length the merits of this claim. It has not hitherto been thought necessary for the Government, in undertaking enterprises in which private parties are also engaged, either to acquire the facilities of such private parties or to compensate them for their loss on account of its competition. Up to the year 1866, the Government was certainly at liberty to compete with telegraph companies, as it now does with banks and express companies in its money-order business and parcel-post. If, then, as claimed by this company, the act of 1866 bound the Government not to enter the telegraphic field for five years, and when it did enter to buy out the existing lines instead of building a more perfect system of its own, the granting of these and the other concessions contained in the act ought to have improved the position of the Government, instead of making it worse.

There was nothing compulsory about the act; its acceptance by the companies was purely voluntary. It looked toward a future postal telegraph, set a time after which the companies might expect to see one established, and offered inducements, which it seems were sufficient, for the companies to agree to yield up their facilities upon the expiration of the time designated.

The manner in which the British government recently acquired the telegraphs cannot be cited as a precedent for the United States. There was no such previous agreement between Her Majesty's government

and the companies of the United Kingdom as is contained in our act of 1866. The British government offered to pay twenty years' profits, and, the companies having accepted the proposition, the sitting Parliament sanctioned it. Had the companies been earning 5 per cent., which is a fair return to British capital on a reliable home investment, the price would have simply equalled the cost of their lines. It turned out that their profits were nearer 15 per cent.; but the new Parliament, with some opposition, sustained the agreement, and authorized the expenditure. It must be remembered, however, that the British government has always derived a revenue from its post-office, and naturally took a commercial view of the acquisition of the telegraphs. The argument was, that, if the profits were higher than was expected, the government would get so much more for its money, and the sooner the purchase was completed the better. The comprehensive, energetic, and careful management of Mr. Scudamore and his associates has enabled the British government to realize this view.

Without the data to be acquired by the commission which I have asked to be appointed, I cannot give an accurate estimate of the additional facilities which will be necessary to meet the increase of business on existing routes, or the exact extensions which should be undertaken to points not now reached by the telegraph. With thorough reconstruction, however, the use of improved instruments, and the separation of postal from railway wires, the capacity of existing routes may, without doubt, be doubled. Certainly will this be the case if, as is anticipated, the additional messages induced by low tariffs are largely of a social character, sent out of business hours, and permitting a more equal distribution of business throughout the day and night. An increment of 20 messages per day between any two offices will, at an average receipt of 33 cents, yield \$1,980 per year of 300 working-days, which will put up 60 miles of additional wire, at \$30 per mile, and leave \$180 for additional expenses. A business of 40 messages daily, 20 each way, will yield \$3,960, sufficient to build a single-wire line 25 miles, at \$130 per mile, (including \$10 per mile for additional expense away from railroads,) leaving \$710 for operating and expenses. Whenever, therefore, such an increase takes place on a circuit already established, or such a business can be predicted of an office away from the line, the above extensions will be justified. There are undoubtedly large districts and important points wholly unprovided with telegraphic facilities, but I cannot at present indicate them with accuracy. The present system extends to 6,162 different points, with about 600 branch offices. At perhaps 1,000 of these, principally mere railroad stations, there are no post-offices. Should it not be found expedient at any of these latter offices to open post-offices, the Department could secure their use to the public by such arrangements with the railroads as prevail in Europe. In Great Britain, according to Mr. Scudamore's report, there are 1,807 railway stations open to the public -

for telegraphic business, and 3,291 postal telegraph stations; but the railway offices transmit only 7 per cent. of the messages. While, therefore, these offices must be counted among the telegraphic facilities, their receipts and their cost also will always be small. It has been broadly, but I think properly, stated that the transmission of letters, telegrams, or other correspondence should not be considered in itself as a proper source of revenue. The tax on correspondence ought to represent merely the actual cost, and the mail and telegraph should be used as freely as possible to stimulate other sources of revenue. Should the postal telegraph be adopted, the government will probably start with a business of 15,000,000 messages. After the thorough renovation of the lines, I believe the tariff can be advantageously reduced to an average of 30 cents throughout the United States. As a minimum, such a tariff would be too high. I should, therefore, be in favor of adopting a simple graduated tariff, based upon well-known geographical divisions. To lay out such a tariff in accordance with the established course of business would be part of the labors of the commission for whose appointment I ask. If afforded the necessary opportunities by the companies, they could perform this work and at the same time learn what new facilities, if any, were likely to be necessary.

The experience of Switzerland and some other countries shows that a reduction of 50 per cent. in tariffs was followed by an increase of 100 per cent. in business. In Great Britain, except for portage, there was no reduction in rates for more than half of the business, a reduction of $33\frac{1}{3}$ per cent. on three-tenths of the messages, and on the remainder a reduction of 50 per cent. Under these circumstances the messages nearly doubled in two years.

In the communication from the president of the Montreal Telegraph Company, addressed to Hon. Alexander Campbell, Postmaster-General of the Dominion of Canada, under date of 28th October, 1872, before referred to, it is stated that, "believing that this system (differential and distance rates) was erroneous, I, with the concurrence of the directors, commenced a gradual and very cautious reduction in the rates; and I found that every reduction brought an increase of business much more than the reduction and increased expenses which it entailed came to. Encouraged by this result, I continued the system of reduction from year to year, till an examination of the business of the year 1869 showed me that nearly 90 per cent. of our total receipts was obtained from the 25-cent portion of the tariff. This and the discouragement of any proposed opposition line induced me to adopt a uniform charge of 25 cents for ten words and 1 cent for each subsequent word, irrespective of place or distance." The result of this reduction, which applied to only 10 per cent. of the business, was an increase of 25 per cent. in the total number of messages in the first year of its application.

From the foregoing examples, I have no doubt that one year of the tariff above proposed, after the provision of proper facilities, would

double the number of messages in this country. In that case, our business will be 30,000,000 messages, which, at an average of $33\frac{1}{2}$ cents per message, will yield a gross revenue of \$10,000,000.

From this revenue will have to be provided 5 per cent. on cost for interest, (\$594,000;) 5 per cent. on cost for a sinking-fund to recover principal, (\$594,000;) 20 per cent. on cost for maintenance, supplies, &c., (\$2,376,000;) and 10 per cent. of gross revenue for extensions, (\$1,000,000;) total, \$4,564,000, leaving for salaries \$5,436,000.

The entire cost of 2,700 stations in the United Kingdom, where the postmasters provide for the service, is only about one-fourth as much as the aggregate cost of the 600 offices where the department employs a separate telegraphic staff. While the plan of allowing the postmasters to provide the telegraphic service has there worked satisfactorily, I am of the opinion that it could not be adopted here with equal success. Hence, I estimate for a saving in salaries only at those offices where the postmaster could personally perform the work. These offices, it is safe to say, number fully 4,000, at which an average extra allowance of \$200 per annum would secure to the Department a skilled operator as postmaster. This would involve an expenditure of \$800,000. Arrangements with the railroads for commissions on private business transacted by them would provide for the working of about 1,000 offices, as above stated, costing the Department perhaps \$100,000. Fifteen hundred offices, including branches, would then be left, now worked by 5,000 employés of all grades, whose salaries would have to be borne entirely by the telegraph. An increase of 50 per cent. in this force would be sufficient to provide for the doubled business, and the salaries of these 7,500 employés, at an average of \$600, would consume the residue of \$4,500,000.

The foregoing estimates cannot be expected to be minutely accurate. Comparison with the figures of the companies will show them to be exceedingly liberal, especially in the item of salaries; and I believe the actual working of the system would give much better results for the Department. The statistics of Europe can afford no adequate idea of what may be done in this country. A people who use the telegraph so largely as we do, under the great difficulties hereinbefore enumerated, will promptly respond to the utmost advantages that can be offered them. With a much freer, more extended, and more active social and commercial intercourse than prevails between the different states of Europe, with a population rapidly increasing and keenly alive to all the demands of a progressive civilization, and with a territory offering by its vast extent the greatest inducements to the use of the telegraph in preference to the mail, it may be safely predicted that telegraphy in America will hereafter solve problems and accomplish results that will far outstrip its wonderful achievements in the past.

In presenting the foregoing views and recommendations, I have confined myself entirely to the wants of the people in a state of peace,

and have sought only to provide suitable facilities for the development of our social, industrial, commercial, maritime, agricultural, and educational resources, and to bind together our extended population by that intimate knowledge which a cheap and extended mode of instantaneous intercourse can alone give. There is another aspect of the subject much more impressive. In time of war—and God will not always ward off that terrible calamity—a postal telegraph will become of supreme importance. The Government, when engaged in a struggle which may involve its very existence or the honor and liberties of the American people, cannot and will not permit the telegraph, unrivalled as a means of communication, to remain in the hands of any individual, company, or corporation. At such a time, public dispatches must be forwarded with the greatest celerity and absolute secrecy. Sworn officers of the Government will alone be trusted to discharge duties involving the most tremendous consequences. Hence, nearly all the great nations of the earth have assumed the management and control of the telegraph within their respective borders, and the United States must do likewise.

Before closing this subject, I desire briefly to express my disapproval of the scheme proposed for the incorporation of a company, improperly called "The Postal Telegraph Company," to operate its lines in connection with the Post-Office Department. It is not in analogy with the workings of the mail service in any important particular. In the latter, the Department transmits the mails under the charge of its own officers, and controls all the machinery needed for that purpose. In the former, it is proposed to make the Department a mere agent to receive and deliver telegraph messages for the benefit and profit of a private corporation. The terms of the proposed charter require the Government to furnish stamps, stamped paper, and stationery; to receive the message from the transmitter, take the pay therefor, see that the proper stamp is affixed, and hand over the message to the operator of the company; and then, at the office of delivery, to see that it is properly written out, enveloped, and delivered. The Government is required to provide and equip suitable station-houses for all the offices, operators, instruments, and batteries of the company. The Government is also required to keep all accounts arising out of the business of telegraphing; make reports to the company at stated times, and pay over all the moneys chargeable upon the gross number of messages, after deducting 5 cents only on all dispatches other than press dispatches, and 3 cents only on them. It thus appears that, while the company is only required to provide the lines, batteries, and operators, and the Government everything else, the company is to receive (should the average receipt per message be no higher than 40 cents) about 87 per cent. of the receipts, and the Government only 13 per cent. Doubtless a most excellent arrangement for the company, but doubtless a most unprofitable one for the Government. Furthermore, the supervisory power given the Postmaster-General is a delusion, because every order that he might make, however

important or unimportant, would be subject to an appeal, upon the application of the company, to a board of arbitrators, and, on failure or refusal of the company to perform any duty, the Postmaster-General, provided he should be sustained by the arbitrators, would have no remedy other than to take possession of the lines of the company, and "contract with some suitable party for the performance" of the service. The Government, inasmuch as it would deal directly with the parties sending and receiving messages, would be alone looked to for redress in case of default; and yet it would have no adequate power to compel the company to execute its contract. This would lead to endless confusion and irreconcilable conflicts between the Government and the company, and would certainly result in great inconvenience and pecuniary disaster to the people; and before the expiration of the ten years of the contract, the Government would find that it had been fostering a mammoth corporation, from whose embrace there would be no escape except by buying it off. Authority is asked for the issue of a large amount of stock for purposes of mere organization; yet it is not claimed that the new company, when organized, will control a single mile of wire now standing, nor is the company required within any specified time to enter upon the performance of its contract. To meet its engagements within a reasonable time, the company will be compelled to buy out or control some, at least, of the existing lines, without any such previous agreement with them as the Government enjoys under the act of 1866, and upon the best terms obtainable. Should the charter pass and the new company acquire the lines of the old organizations thereunder, the Government would, by permitting their purchase on a good-will basis, lose the advantages of its present position; and when the time came for the absolute sale of the new company's lines, which is provided for in the proposed charter, (as come it certainly would,) the Government could not, without apparent injustice, go behind the transaction between the new company and its predecessors, to which consent had been given by the charter, and would be obliged to pay a much larger sum for the lines now in operation than could be justly demanded under the act of 1866.

I am decidedly of opinion that, if the public interest requires a postal telegraph, it should be put entirely into the hands of the Government. If, on the contrary, a postal telegraph is not so demanded, then the Government should not favor one private company to the exclusion of another, nor should it in anywise enter into competition with private enterprise.

POST-OFFICE SAVINGS-BANKS.

Post-office savings-banks have been in operation in the United Kingdom since the 16th of September, 1861, and have steadily grown in popular confidence and favor. During the year 1871, the number of depositors increased 120,000, and the amount of deposits nearly £2,000,000. The total number of depositors is now 2,362,621, and the

total sum standing to the credit of the post-office £17,303,815, or about \$84,000,000. These figures show conclusively the utility of postal savings-banks; and I renew my recommendation of last year for their establishment in this country.

POSTAL CARDS.

By the act of June 8, 1872, section 170, the Postmaster-General was authorized and directed to furnish and issue to the public "postal cards," with postage-stamps impressed thereon, for use as an additional means of postal intercourse, at a postage-charge of one cent each, including the cost of their manufacture. Preliminary steps have been taken by me for furnishing and issuing these cards agreeably to the provisions of law; but, as no appropriation was made by Congress to meet the expense of their manufacture, and the Department is prohibited, by the seventh section of the act of July 12, 1870, from involving the Government in any contract for the future payment of money in excess of appropriations made for each fiscal year, I was constrained to postpone their issue until a specific appropriation could be made. This course was taken in conformity with the written opinion of the Attorney-General. An appropriation for this purpose is respectfully recommended.

SALARIES.

The salaries of the heads of bureaus of this Department should be largely increased. The three Assistant Postmasters-General receive only \$3,500 each per annum, and the superintendents of foreign mails and the money-order system each \$3,000 per annum. These sums are inadequate to maintain their families comfortably in Washington, their presence being required here during the entire year. The ability, integrity, and laborious services of these officers appeal strongly in their behalf.

With the highest esteem, I remain your obedient servant,
JNO. A. J. CRESWELL,

Postmaster-General.

The PRESIDENT.

APPENDIX.

No. 1.—*Estimates for expenditures for the fiscal year ending June 30, 1874.*

For inland mail transportation, including pay of mail-messengers, route-agents, mail-route messengers, local agents, railway postal-clerks, and baggage-masters in charge of through mails.....	\$17,857,932 00
For foreign mail transportation	300,000 00
For ship, steamboat, and way letters.....	10,000 00
For compensation to postmasters.....	5,700,000 00
For clerks in post-offices	3,000,000 00
For payments to letter-carriers	1,600,000 00
For wrapping-paper	33,000 00
For twine	38,000 00
For letter-balances	3,000 00
For office-furniture	6,500 00
For advertising.....	70,000 00
For postage-stamps, stamped envelopes, postal cards, and registered-package seals, including salary of distributing-agent and assistants, and incidental expenses of agency	840,550 00
For mail depredations and special agents.....	160,000 00
For mail-bags and mail-bag catchers.....	200,000 00
For mail locks and keys.....	40,000 00
For postmarking and canceling stamps for offices.....	12,000 00
For miscellaneous payments, including balances due foreign countries; the preparation and publication of post-route maps; rent, light, fuel, stationery, and miscellaneous items for post-offices; registered-package envelopes; official envelopes for the use of postmasters; dead-letter envelopes; fees to United States marshals, clerks of courts, and attorneys; engraving, printing, and binding drafts and warrants; and miscellaneous items.....	1,032,185 00
Total estimated expenditures	30,903,167 00
Estimated amount provided by the Department, being its own revenue accruing from postages.....	24,552,565 00
Amount to be provided from the general Treasury to make the receipts equal the expenditures	6,350,602 00
 Expenditures under special appropriations, to be provided out of the general Treasury:	
For steamship service between San Francisco, Japan, and China.....	\$500,000 00
For steamship service between San Francisco, Japan, and China, (being a special subsidy in pursuance of sections 3 and 6 of the act approved June 1, 1872, for service from October 1, 1873, to June 30, 1874).....	375,000 00
	875,000 00
For steamship service between the United States and Brazil.....	150,000 00
For steamship service between San Francisco and the Sandwich Islands..	75,000 00
Total.....	1,100,000 00

W. H. H. TERRELL,
Third Assistant Postmaster-General.

No. 2.—Statement exhibiting receipts and expenditures, under appropriate heads, by quarters, and June

RECEIPTS.

	Quarter ended September 30, 1871.	Quarter ended December 31, 1871.	Quarter ended March 31, 1872.	Quarter ended June 30, 1872.
Letter-postage	\$90,027 32	\$78,136 09	\$89,563 23	\$88,141 94
Newspapers and pamphlets	236,815 42	241,301 88	252,678 84	255,144 07
Emoluments, (box-rents, &c.)	271,102 73	271,634 57	272,456 90	271,701 30
Fines.....	718 22	720 61	12,393 59	4,724 21
Stamps and stamped envelopes sold	4,341,707 06	4,864,185 22	5,050,821 18	4,753,207 98
Dead letters.....	1,950 00	2,249 00	1,500 00	1,600 00
Internal revenue from postmasters		36 18		
Registered letters				
Miscellaneous	3,204 54	3,935 02	4,472 03	5,839 61
Money-order funds transferred				
Revenue from money-order business				443,397 63
Total.....	4,945,525 29	5,462,198 57	5,683,885 77	5,623,816 74

Comparison, including money-order funds transferred and revenue from money-order business:

Increase of receipts over year ended June 30, 1870, \$2,143,205.72, or 10.83 per centum.

Increase of receipts over year ended June 30, 1871, \$1,878,380.95, or 9.02 per centum.

Comparison, exclusive of revenue from money-order business, but including transfers of money-order funds:

Increase of receipts over year ended June 30, 1870, \$1,699,808.09, or 8.59 per centum.

Increase of receipts over year ended June 30, 1871, \$1,434,953.32, or 7.16 per centum.

EXPENDITURES.

Compensation to postmasters	\$1,271,976 38	\$1,281,460 50	\$1,282,453 21	\$1,285,766 11
Ship, steamboat, and way letters	3,536 71	1,390 83	936 20	1,147 32
Transportation of the mails	3,566,130 84	3,920,602 64	3,963,860 71	4,097,926 34
Wrapping-paper	7,384 68		13,110 00	8,189 00
Office-furniture	1,354 35	2,520 20	1,020 29	1,640 74
Advertising	27,162 34	9,461 12	8,551 02	7,937 85
Mail-bags and catchers	36,345 57	73,855 19	44,731 66	36,241 58
Blank agent and assistants	2,210 00	2,210 00	2,256 37	2,499 15
Mail locks, keys, and stamps	6,059 23	4,239 59	10,452 17	7,425 08
Mail depredations and special agents	32,058 18	33,271 99	31,349 70	35,056 60
Clerks for post-offices	679,071 92	684,633 82	698,156 77	723,391 12
Postage-stamps and stamped envelopes	119,832 19	134,633 23	144,170 11	137,193 31
Letter-carriers	346,928 44	347,248 12	347,981 24	343,807 96
Dead-letters				
Miscellaneous	120,573 46	137,893 13	147,056 40	167,903 35
Balance due Great Britain		68,000 53		48,413 49
North German Union	57,662 74		69,574 40	
Bremen				
France				
Hamburg				
Prussia				
Belgium	1,783 13		1,519 67	5,638 34
Money-order funds retransferred				
Total.....	6,280,063 16	6,701,429 89	6,767,221 92	6,909,477 34

Comparison, including retransfers of money-order funds:

Increase of expenditures over year ended June 30, 1870, \$2,659,354.68, or 11.08 per centum.

Increase of expenditures over year ended June 30, 1871, \$2,268,088.23, or 9.29 per centum.

for the fiscal year ended June 30, 1872, compared with the fiscal years ended June 30, 1870, 30, 1871.

RECEIPTS.

Total year ended June 30, 1872.	Total year ended June 30, 1871.	Compared with year ended June 30, 1871.		Total year ended June 30, 1870.	Compared with year ended June 30, 1870.	
		Increase.	Decrease.		Increase.	Decrease.
\$345,868 58	\$361,451 51	.....	\$15,582 93	\$413,751 70	.....	\$67,883 12
95,940 21	909,015 72	\$76,924 49	.....	835,727 99	\$150,212 22	.....
1,036,895 50	982,907 26	103,888 24	.....	927,876 47	159,019 03	.....
18,616 63	2,816 38	15,800 25	.....	28,478 45	.....	9,859 82
19,080,921 44	17,747,369 05	1,262,552 39	.....	16,581,050 44	2,428,871 00	.....
7,299 00	10,586 51	.....	3,297 51	8,023 30	.....	724 30
36 12	6,197 91	.....	6,161 73	66,251 01	.....	66,214 83
.....	.....	.....	.....	6 25	.....	6 25
17,451 20	16,561 06	870 12	.....	18,214 04	.....	762 84
.....	.....	.....	.....	892,843 00	.....	892,843 00
443,397 63	.....	443,397 63	.....	.....	443,397 63	.....
21,915,426 37	20,037,045 42	1,903,423 12	25,042 17	19,779,220 65	3,181,409 88	1,038,294 16
.....	21,915,426 37	25,042 17	.....	21,915,426 37	1,038,294 16	.....
.....	1,878,380 95	1,878,380 95	.....	2,143,205 72	2,143,205 72	.....

Comparison, exclusive of all transactions on money-order account:

Increase of receipts over year ended June 30, 1870, \$2,592,651.09, or 13.73 per centum.

Increase of receipts over year ended June 30, 1871, \$1,434,983.32, or 7.16 per centum.

EXPENDITURES.

\$1,131,685 20	\$5,028,381 85	\$93,283 35	\$4,673,466 79	\$448,198 41	\$2,236 53
7,011 06	10,716 45	\$3,705 39	9,247 59	.....	.....
11,547,220 33	13,669,694 08	1,878,126 45	13,356,251 85	2,101,568 68	.....
22,663 68	27,467 00	1,216 68	23,530 15	3,153 53	.....
4,535 52	3,211 51	3,324 07	2,198 37	4,337 21	.....
33,112 33	57,459 80	.....	66,571 80	.....	13,459 47
191,174 00	158,573 49	32,600 51	179,834 29	11,339 71	.....
9,177 52	8,070 98	1,106 54	7,837 50	1,320 02	.....
23,189 07	80,119 13	.....	22,294 43	5,874 64	.....
131,776 47	121,899 00	9,877 47	94,809 18	36,974 29	.....
2,553,253 63	2,522,084 40	203,169 23	2,457,190 67	328,062 96	.....
53,828 84	506,889 59	28,939 25	507,534 97	28,293 67	.....
1,365,965 76	1,353,926 83	32,038 93	1,231,340 68	154,625 08	.....
573,426 34	530,723 71	42,702 63	546,450 84	26,975 50	.....
116,414 02	178,086 05	61,674 03	48,453 18	67,960 84	.....
127,237 14	66,722 16	60,514 98	115,163 78	12,073 36	.....
.....
8,941 14	6,076 05	2,865 09	4,648 56	4,292 58	.....
.....	.....	.....	650,000 00	.....	650,000 00
24,390,104 08	2,369,765 18	121,676 95	23,998,837 63	3,325,050 68	665,696 00
26,656,192 31	121,676 95	.....	26,656,192 31	665,696 00	.....
2,268,068 23	2,268,068 23	.....	2,659,354 68	2,659,354 68	.....

Comparison, exclusive of retransfers of money-order funds:

Increase of expenditures over year ended June 30, 1870, \$3,309,354.68, or 14.17 per centum.

Increase of expenditures over year ended June 30, 1871, \$2,268,088.23, or 9.29 per centum.

W. H. H. TERRELL,
Third Assistant Postmaster-General.

No. 3.—*Statement of payments made under sundry heads charged to miscellaneous accounts for the fiscal year ended June 30, 1872.*

Regular allowances to postmasters for rent, light, fuel, stationery, and incidental expenses	\$455,479 81
Extra allowances for same for years ended June 30, 1871 and 1872	10,376 35
For preparing and publishing post-route maps	20,613 71
For registered-package envelopes	15,999 02
For envelopes for official use of postmasters	26,699 67
For envelopes for return of dead letters to writers	3,843 02
For letter-balances	1,958 75
For twine, (cotton, \$22,983.05 ; hemp, \$7,210.45)	30,193 50
For fees to United States marshals	1,842 20
For fees to United States attorneys	2,016 23
For fees to clerks of United States courts	1,283 33
For engraving, printing, and binding drafts and warrants	2,059 75
For miscellaneous items	1,031 00
Total	<u>573,426 34</u>

W. H. H. TERRELL,
Third Assistant Postmaster-General.

No. 4 — *Estimate of indebtedness of Post-Office Department on June 30, 1872, and not yet adjusted.*

Balances due foreign countries for fiscal years ended June 30, 1870, June 30, 1871, and June 30, 1872	\$197,400 00
Mail-service under contract or recognized, but not yet reported for payment	411,635 15
Mail-service unrecognized	185,705 00
Total	794,740 15
To meet which there is available in the Treasury, being the undrawn balances of the appropriations for deficiencies in fiscal years ended June 30, 1870, June 30, 1871, and June 30, 1872.....	\$4,504,029 00

W. H. H. TERRELL,
Third Assistant Postmaster-General.

No. 5.—Receipts and disbursements at Treasury

Depositories.	Deposits.	Grants from Treasury.	By transfer.	Aggregate accumulat'n.	Aggregate receipts.
Treasurer U. S., Washington, D. C.	\$55,367 42	\$37,500 00	\$294,277 61	\$387,145 03	\$92,867 42
Asst. Treasurer U. S., Baltimore, Md.	130,572 64		135,000 00	265,572 64	130,572 64
Asst. Treasurer U. S., Boston, Mass.	518,275 94			518,275 94	518,275 94
Asst. Treasurer U. S., Charleston, S. C.	58,358 72		210,000 00	268,358 72	58,358 72
Asst. Treasurer U. S., New Orleans, La.	128,025 07		484,000 00	612,025 07	128,025 07
Asst. Treasurer U. S., New York, N. Y.	2,196,843 41	5,356,250 00		7,553,093 41	7,553,093 41
Asst. Treasurer U. S., Philadelphia, Pa.	467,748 56		50,000 00	517,748 56	467,748 56
Asst. Treasurer U. S., San Francisco, Cal.	230,655 61		50,000 00	280,655 61	230,655 61
Asst. Treasurer U. S., Saint Louis, Mo.	175,375 03		575,000 00	750,375 03	175,375 03
Designated depositary, Buffalo, N. Y.	3,560 25			3,560 25	3,560 25
Designated depositary, Chicago, Ill.					
Designated depositary, Cincinnati, Ohio.	50 00			50 00	50 00
Designated depositary, Louisville, Ky.	122 48			122 48	122 48
Designated depositary, Mobile, Ala.	42,271 64			42,271 64	42,271 64
Designated depositary, Pittsburgh, Pa.	1,160 89			1,160 89	1,160 89
First National Bank, Helena, Mont.	256 00			256 00	256 00
First National Bank, Nashville, Tenn.	54 15			54 15	54 15
First National Bank, Leavenworth, Kan.	102 74			102 74	102 74
First National Bank, Memphis, Tenn.	2,598 02			2,598 02	2,598 02
First National Bank, Portland, Oreg.	756 00			756 00	756 00
First National Bank, Richmond, Va.	5,345 66			5,345 66	5,345 66
First National Bank, Knoxville, Tenn.	329 92			329 92	329 92
First National Bank, Galveston, Tex.	2,637 25			2,637 25	2,637 25
First National Bank, Springfield, Ill.	7,216 56			7,216 56	7,216 56
Second National Bank, Detroit, Mich.	12,185 77			12,185 77	12,185 77
Second National Bank, Utica, N. Y.	108 70			108 70	108 70
Second Nat'l Bank, Leavenworth, Kans.	132 89			132 89	132 89
Merchants' Nat'l Bank, Cleveland, Ohio.	1,358 61			1,358 61	1,358 61
Merchants' Nat'l Bank, Portland, Me.	19 26			19 26	19 26
Merchants' Nat'l Bank, Savannah, Ga.	26,762 76			26,762 76	26,762 76
Merchants' Nat'l Bank, Little Rock, Ark.	1,330 90			1,330 90	1,330 90
Atlanta National Bank, Atlanta, Ga.	1,894 20			1,894 20	1,894 20
City Nat'l Bank, Grand Rapids, Mich.	656 46			656 46	656 46
National State Bank, Des Moines, Iowa.	55 29			55 29	55 29
Lynchburgh N'l Bank, Lynchburgh, Va.	50 00			50 00	50 00
Kansas Valley Nat'l Bank, Topeka, Kan.	24 68			24 68	24 68
Planters' National Bank, Richmond, Va.	566 13			566 13	566 13
Indianapolis N'l Bank, Indianapolis, Ind.	35 15			35 15	35 15
Total.....	4,072,864 76	5,393,750 00	1,798,277 61	11,264,892 37	9,466,614 76

Comparative statement between fiscal years

Deposits for fiscal year of 1872	\$4,072,864 76
Deposits for fiscal year of 1871	3,140,061 2
Difference in favor of 1872	932,803 4
Grants from Treasury for 1872	5,393,750 00
Grants from Treasury for 1871	4,132,450 00
Increase for 1872	1,261,300 00
Add gain in deposits for 1872	932,803 4
Total gain in receipts for 1872	2,194,103 4
Aggregate receipts for 1872	9,466,614 76
Aggregate receipts for 1871	7,272,511 2
Total gain in receipts for 1872	2,194,103 4
Increase in receipts for 1872	2,225,673 71
Deduct decrease in receipts for 1872	18,395 99
Deduct amount of deposits made in 1871 at depositaries with which there were no accounts for fiscal year of 1872	2,207,277 74
	13,174 26
	2,194,103 4

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depositories for fiscal year ended June 30, 1872.

Increase of receipts over 1871.	Decrease of receipts from 1871.	Warrants.	Increase over 1871.	Decrease from 1871.	Transfer account.		Balance June 30, 1872.
					From—	To—	
\$32,547.37		\$345,314.03		\$9,768.43		\$294,277.61	\$68,728.90
3,389.86		194,612.30		456.44		133,000.00	78,128.29
31,547.16		433,487.11		31,983.52			193,137.09
	\$14,932.34	230,768.08	\$38,928.84			210,000.00	59,263.65
547.38		497,245.92	2,763.92			484,000.00	130,621.70
1,800,156.09		5,543,660.92	655,106.50		\$1,715,000.00		372,042.79
54,316.33		479,159.97	28,865.23			50,000.00	118,209.69
10,175.70		283,962.43		281,130.59		50,000.00	17,066.79
22,422.57		655,014.18	259,983.58			575,000.00	114,657.30
3,535.25							
	1,271.33				106.65		
	1.22				1,246.33		50.00
129.48							
41,692.86		1,399.51	1,399.51		122.48		6,019.18
66.04					35,060.76		3,453.60
256.00					1,531.02		
					256.00		
	757.85				85.65		
	1,347.34				102.74		
2,598.62					1,418.70		1,179.32
756.00					756.00		
3,664.25					5,728.61		116.85
24.00					635.04		
2,399.94					68.40		2,637.25
7,078.34					7,354.72		
12,178.77					768.88		11,406.89
106.70							106.70
132.29							132.29
88.22							788.00
19.26					570.61		
2,415.14					19.26		
626.75					24,510.38		5,600.00
764.00					1,330.90		
656.46					782.64		1,333.76
35.39					656.46		
50.00					55.29		
24.68					50.00		
566.13					24.68		506.13
	85.85				35.15		
125,673.73	12,395.99	8,664,624.45	987,045.58	323,338.98	1,798,277.61	1,798,277.61	1,175,258.77

1871 and 1872 at Treasury depositories.

Warrants drawn for fiscal year of 1872.....	\$8,664,624.45
Warrants drawn for fiscal year of 1871.....	8,001,330.05
Increase for 1872.....	663,294.40
Decrease of warrants for 1872.....	987,045.58
Deduct decrease of warrants for 1872.....	323,338.98
Deduct amount of warrants drawn in 1871 at depositories with which there were no accounts for 1872.....	663,706.60
Increase for 1872.....	413.20
Total number of warrants issued during fiscal year of 1872.....	6,706
Total number of warrants issued during fiscal year of 1871.....	6,017
Increase for 1872.....	689
Balance on hand June 30, 1872.....	1,175,258.77
Balance on hand June 30, 1871.....	385,064.35
Excess for 1872.....	810,204.42

W. H. H. TERRELL,
Third Assistant Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

No. 6.—Receipts and disbursements at depository post-offices on account of fiscal year ended June 30, 1872.

Offices.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulation.	Amount subject to draft, June 30, 1871.	Total.	Disbursements.	Amount subject to draft, June 30, 1872.
Albany.....	New York	\$70,715 96	\$65,580 18	\$29 60	\$136,938 04	\$9,631 69	\$145,929 73	\$132,932 74	\$12,996 99
Atlanta.....	Georgia	98,307 44	19,704 18	6,601 13	54,703 15	2,967 47	58,670 62	49,236 15	9,444 47
Bangor.....	Maine	17,099 77	9,853 71	1,013 33	27,366 81	6,174 68	33,541 49	30,687 57	2,853 92
Batavia.....	New York	3,231 53	3,394 27	63 90	4,188 70	1,307 88	5,495 96	4,047 97	1,448 01
Binghamton.....	New York	13,639 86	4,747 03	149 36	19,586 55	4,113 94	23,699 81	21,333 21	2,316 60
Buffalo.....	New York	79,374 30	3,030 73	178 06	83,576 98	1,543 94	84,120 90	83,560 30	560 60
Chicago.....	Illinois	604,301 30	31,992 40	1,794 29	638,077 89	28,090 39	666,038 98	650,000 99	15,977 99
Cincinnati.....	Ohio	280,639 92	27,379 88	2,060 91	311,430 71	96,200 76	337,631 47	316,244 05	21,387 43
Cleveland.....	Ohio	100,000 11	20,303 37	5,160 61	130,363 99	14,275 76	134,639 75	128,671 82	5,967 93
Columbus.....	Ohio	12,150 70	12,003 86	619 00	5,141 14	5,141 14	29,944 60	26,928 61	3,016 99
Concord.....	New Hampshire	12,003 86	12,003 86	433 35	37,589 37	2,353 33	29,944 60	26,928 61	3,016 99
Davenport.....	Iowa	17,003 40	8,064 53	31 64	2,197 44	2,197 44	27,977 01	25,675 24	2,301 77
Des Moines.....	Iowa	25,615 17	5,821 61	2,106 87	33,543 65	2,956 80	36,500 45	34,899 22	1,601 23
Detroit.....	Michigan	112,015 53	10,310 64	2,011 66	124,337 53	13,569 09	137,906 61	121,499 51	16,407 10
Dover.....	Delaware	1,329 30	1,116 86	75 68	2,521 84	2,490 53	2,962 37	2,490 53	471 84
Dubuque.....	Iowa	18,211 48	25,880 25	346 97	48,448 00	2,341 96	45,769 96	44,721 87	1,048 09
Easton.....	Pennsylvania	7,706 59	923 20	870 04	9,499 83	2,812 92	12,312 75	10,528 36	1,784 39
Franklin.....	Indiana	12,934 53	4,268 74	185 30	17,388 29	2,965 47	20,353 76	17,823 48	2,530 28
Fort Wayne.....	Indiana	14,597 85	4,262 16	213 19	19,073 30	3,566 01	22,639 31	18,692 65	3,946 66
Geneva.....	New York	7,000 49	2,392 37	.....	9,392 78	5,338 59	15,525 35	12,019 35	3,506 00
Grand Rapids.....	Michigan	19,431 75	4,759 60	464 00	24,675 35	5,089 31	29,764 66	26,143 47	3,621 19
Harrisburgh.....	Pennsylvania	32,675 03	11,545 19	459 57	44,678 51	9,801 83	55,504 07	54,214 05	1,290 02
Hartford.....	Connecticut	64,082 94	24,094 62	540 95	88,719 51	9,801 83	98,520 34	96,379 93	2,140 41
Huntsville.....	Alabama	4,372 66	1,468 35	506 26	6,347 27	493 49	5,853 78	5,294 74	525 02
Indianapolis.....	Indiana	46,838 25	22,372 91	1,528 65	72,450 11	9,513 80	81,963 91	75,200 36	6,763 55
Kalamazoo.....	Michigan	9,004 35	3,305 30	1,833 75	20,143 40	5,467 81	25,611 21	24,911 39	700 82
Knoxville.....	Tennessee	5,409 69	1,133 28	52 59	6,596 56	2,532 40	9,128 96	8,636 05	492 91
La Fayette.....	Indiana	7,556 07	5,963 24	504 45	14,529 76	1,569 19	15,911 95	14,190 31	1,721 64
Leavenworth.....	New Hampshire	8,787 67	2,009 57	138 46	10,955 70	4,639 43	15,615 12	13,939 91	1,675 21
Lexington.....	Kentucky	1,319 91	1,346 59	.....	2,666 50	912 32	3,578 82	2,705 73	873 09
Lima.....	Kentucky	13,183 32	13,993 84	9,356 92	36,535 89	4,849 07	41,384 96	37,827 59	3,557 37
Louisville.....	Kentucky	26,229 05	12,592 87	2,139 42	19,505 50	4,604 61	24,100 11	21,119 01	2,981 10
Lowell.....	Massachusetts	9,669 84	7,496 24	248 27	15,966 52	2,966 62	18,933 14	16,923 12	2,010 02
Madison.....	Wisconsin	83,268 98	26,697 99	323 74	108,290 66	9,096 19	116,183 77	108,458 23	7,725 54
Meadville.....	Pennsylvania	18,244 22	5,896 86	53 62	24,131 83	2,137 03	26,268 86	24,811 81	1,456 05
Memphis.....	Tennessee	6,201 51	31,798 10	12,136 40	40,138 01	4,900 61	45,047 62	41,959 60	3,088 02
Millwaukee.....	Wisconsin	93,431 61	23,929 24	8,035 55	121,011 79	11,001 53	132,013 33	121,451 16	1,062 17
Montpelier.....	Vermont	95,723 71	15,134 62	143 10	111,011 79	4,867 17	115,878 96	111,451 16	4,427 80
Nashville.....	Tennessee	4,403 94	2,952 50	.....	7,356 44	1,409 31	8,765 75	8,496 27	269 48
Newark.....	New Jersey	24,470 63	14,638 37	2,467 97	42,576 97	1,660 30	44,237 83	42,435 97	791 86
New Haven.....	Connecticut	57,296 36	18,379 45	2,754 70	70,848 50	7,998 03	78,846 53	76,511 53	2,335 00

REPORT OF THE POSTMASTER-GENERAL.

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W. H. H. TERRELL,
Third Assistant Postmaster-General.

No. 7.—*Postage-stamps, stamped envelopes, and newspaper-wrappers issued during the fiscal year ended June 30, 1872.*

POSTAGE-STAMPS.

Quarter ended—	NUMBER AND DENOMINATION OF STAMPS.										Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.
September 30, 1871.....	4, 846, 000	21, 669, 200	94, 873, 100	2, 002, 700	449, 600	808, 860	268, 775	378, 180	52, 775	53, 350	24, 380
December 31, 1871.....	5, 422, 400	23, 001, 900	102, 041, 000	2, 119, 500	361, 100	677, 550	299, 425	411, 560	47, 025	51, 010	12, 680
March 31, 1872.....	6, 531, 800	25, 918, 800	105, 623, 600	2, 722, 950	257, 300	922, 970	338, 675	590, 900	116, 500	104, 990	13, 650
June 30, 1872.....	10, 862, 900	21, 383, 600	101, 963, 800	2, 384, 600	247, 900	708, 160	318, 475	431, 460	61, 950	57, 560	21, 440
Total.....	27, 663, 100	91, 973, 500	404, 501, 500	9, 222, 750	1, 315, 900	3, 117, 540	1, 225, 350	1, 892, 100	278, 250	275, 930	72, 150
											\$3, 701, 650 00
											3, 931, 360 00
											4, 928, 805 00
											3, 980, 834 00
											15, 840, 649 00

STAMPED ENVELOPES AND NEWSPAPER-WRAPPERS, PLAIN.

Quarter ended—	NUMBER AND DENOMINATION OF ENVELOPES.										Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.
September 30, 1871.....	100, 500	1, 902, 750	10, 896, 550	44, 250	2, 000	15, 250	2, 450	550		350	2, 032, 500
December 31, 1871.....	142, 750	2, 108, 500	12, 624, 350	63, 900	2, 000	3, 250	10, 000	250			2, 061, 500
March 31, 1872.....	183, 750	2, 251, 250	13, 263, 000	53, 700	4, 500	7, 500	1, 850	550	400	300	2, 537, 750
June 30, 1872.....	331, 750	1, 958, 250	12, 861, 450	71, 750	16, 250	5, 000	750				2, 039, 250
Total.....	768, 750	6, 920, 750	46, 980, 350	223, 900	24, 750	31, 000	15, 050	1, 100	650	650	8, 691, 000
											\$409, 918 00
											469, 150 00
											500, 805 00
											458, 478 00
											1, 838, 349 00

No. 7.—*Postage-stamps, stamped envelopes, &c.*—Continued.

STAMPED ENVELOPES BEARING A REQUEST FOR THE RETURN OF UNCLAIMED LETTERS, &c.

Quarter ended—	NUMBER AND DENOMINATION OF ENVELOPES.							Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	12-cent.	24-cent.	
September 30, 1871....	57,500	190,500	10,077,250	29,500	500	500	.....	\$308,567 50
December 31, 1871....	102,000	242,500	11,309,500	43,500	.....	500	500	347,945 00
March 31, 1872.....	121,000	224,000	12,314,000	41,500	.....	1,000	.....	378,920 00
June 30, 1872.....	107,500	290,500	11,579,750	31,000	.....	500	.....	356,197 50
Total.....	388,000	1,007,500	45,280,500	145,500	500	2,500	500	1,391,630 00

RECAPITULATION.

Description.	Whole number.	Value.
Postage-stamps.....	541,455,070	\$15,840,649 00
Stamped envelopes, plain.....	58,276,500	1,663,196 50
Stamped envelopes, request.....	46,825,000	1,391,630 00
Newspaper-wrappers.....	8,824,250	175,152 50
Total.....	655,380,820	19,070,628 00

W. H. H. TERRELL,
Third Assistant Postmaster-General.

No. 8.—*Postage-stamps, stamped envelopes, and newspaper-wrappers issued during the fiscal year ended June 30, 1872.*

Description.	Quarter ended September 30, 1871.	Quarter ended December 31, 1871.	Quarter ended March 31, 1872.	Quarter ended June 30, 1872.	Total.
<i>Postage-stamps.</i>					
One-cent	4,846,000	5,422,400	6,531,800	10,862,900	27,663,100
Two-cent	21,669,200	23,001,900	25,918,800	21,383,600	91,973,500
Three-cent	94,873,100	102,041,000	105,623,600	101,963,600	404,501,500
Six-cent	2,003,700	2,119,500	2,732,950	2,384,600	9,239,750
Seven-cent	449,600	361,100	257,300	247,900	1,315,900
Ten-cent	808,860	677,550	922,970	708,160	3,117,540
Twelve-cent	268,775	299,425	338,675	318,475	1,225,350
Fifteen-cent	378,180	411,560	580,900	431,460	1,802,100
Twenty-four-cent	52,775	47,025	116,500	61,950	278,250
Thirty-cent	58,350	51,010	108,990	57,580	275,930
Ninety-cent	24,380	12,680	13,650	21,440	72,150
Amount	\$3,701,650 00	\$3,931,360 00	\$4,226,805 00	\$3,920,834 00	\$15,840,649 00
<i>Stamped envelopes and newspaper-wrappers, plain.</i>					
One-cent	140,500	142,750	193,750	331,750	768,750
Two-cent	1,902,750	2,108,500	2,251,250	1,958,250	8,220,750
Three-cent	10,826,550	12,624,350	13,268,000	12,261,450	48,980,350
Six-cent	44,250	63,900	53,700	71,750	233,900
Seven-cent	2,000	2,000	4,500	16,250	24,750
Ten-cent	15,250	3,250	7,500	5,000	31,000
Twelve-cent	2,450	10,000	1,850	750	15,050
Fifteen-cent	550	550	550	550	2,200
Twenty-four-cent	250	250	400	650	1,550
Thirty-cent	250	250	300	650	1,450
Ninety-cent	350	300	300	650	1,600
One-cent wrappers				133,250	133,250
Two-cent wrappers	2,052,500	2,061,500	2,537,750	2,039,250	8,691,000
Amount	\$409,918 00	\$469,150 00	\$500,805 00	\$458,476 00	\$1,838,349 00
<i>Stamped envelopes bearing a request to return.</i>					
One-cent	57,500	102,000	121,000	107,500	388,000
Two-cent	190,500	242,500	284,000	290,500	1,007,500
Three-cent	10,077,250	11,309,500	12,314,000	11,579,750	45,280,500
Six-cent	29,500	43,500	41,500	31,000	145,500
Seven-cent	500	500	1,000	500	2,500
Twelve-cent	500	500	500	500	2,000
Twenty-four-cent					
Amount	\$308,567 50	\$347,945 00	\$378,920 00	\$356,197 50	\$1,391,630 00

RECAPITULATION.

Description.	Number.	Value.
Postage-stamps	541,455,070	\$15,840,649 00
Stamped envelopes, plain	58,276,500	1,663,196 50
Stamped envelopes, request	46,825,000	1,391,630 00
Total stamped envelopes	105,101,500	3,054,826 50
Newspaper-wrappers	8,824,250	175,152 50
Whole number and value of stamps, stamped envelopes, and wrappers issued	655,380,820	19,070,628 00

W. H. H. TERRELL,
Third Assistant Postmaster-General.

No. 2. (Continued.)—Statement showing the increase in the issue of postage-stamps, stamped envelopes, and newspaper-wrappers for the fiscal year ended June 30, 1872, over the preceding fiscal year.

Description.	1871.		1872.	
	Number.	Amount.	Number.	Amount.
Postage-stamps	498, 126, 175	\$14, 630, 715 00	541, 455, 070	\$15, 840, 649 00
Stamped envelopes, plain	49, 954, 625	1, 432, 474 75	58, 276, 500	1, 663, 196 50
Stamped envelopes, request	48, 111, 650	1, 434, 181 50	46, 825, 000	1, 391, 630 00
Newspaper-wrappers	6, 609, 000	132, 180 00	8, 824, 250	175, 152 50
Aggregate	602, 801, 450	17, 629, 551 25	655, 380, 890	19, 070, 628 00

Description.	Increase.		Percent. of increase.	
	Number.	Amount.	Number.	Amount.
Postage-stamps	43, 328, 895	\$1, 209, 934 00	8. 69	8. 27
Stamped envelopes, plain	8, 321, 875	230, 721 75	16. 65	16. 10
Stamped envelopes, request	1, 286, 650	42, 551 50	*2. 67	*2. 96
Newspaper-wrappers	2, 215, 250	42, 972 50	33. 51	32. 50
Aggregate	52, 579, 370	1, 441, 076 75	8. 72	8. 17

* Decrease.

W. H. H. TERRELL,
Third Assistant Postmaster-General.

No. 9.—Statement of dead letters received and disposed of during the fiscal year ended June 30, 1872, compared with previous year, 1871.

Character of letters.	1872.		1871.		Increase of 1872 over 1871.		Decrease of 1872 under 1871.		Increase.		Decrease.	
	No.	Amount or nominal value.	No.	Amount or nominal value.	No.	Amount or nominal value.	No.	Amount or nominal value.	Per cent.	Per cent.	Per cent.	Per cent.
Number of domestic letters received.....	3,896,714		3,973,075		83,639				0.59			
Number of foreign letters received.....	244,660		231,673		22,967				10.36			
Money-letters containing one dollar and upward.....	17,169	\$67,271.55	16,577	\$78,812.98			1,468	\$11,541.43			7.90	
Number delivered to owners.....	14,193	57,979.50	11,082	74,420.90			2,889	16,441.40			16.91	
Number filed for redemption, outstanding, and on hand.....	3,378	17,330.27	4,397	14,789.10	961	\$2,550.17						
Money-letters containing sums less than one dollar.....	14,406	4,200.93	14,956	3,808.92								
Number delivered to owners.....	10,736	3,303.23	12,413	3,064.90			350				3.67	
Number filed for redemption, outstanding, and on hand.....	3,670	967.70	2,543	714.02	1,127	273.68	1,677				13.51	
Letters containing bills of exchange, deeds, &c.....	19,919	3,320,300.38	19,163	3,075,869.23	756	244,431.15					3.78	
Number delivered to owners.....	18,348	3,103,062.13	17,905	2,853,030.31	443	249,032.14		3,600.99			2.47	
Number held for redemption and outstanding.....	1,332	217,237.93	1,258	220,838.92	44		3,41				30.13	
Letters and packages containing jewelry, books, &c.....	8,456		6,436		1,958						27.22	
Number delivered to owners.....	5,468		4,298		1,170						35.81	
Number held for redemption.....	2,988		2,200		788							
Letters containing photographs, postage-stamps, receipts, &c.....	108,315		111,064									
Number delivered.....	90,794		101,514									
Number filed.....	17,521		9,550		7,971							
Letters without inclosures sent out for delivery.....	1,529,707		1,628,803									
Number returned.....	1,210,507		1,334,303									
Number delivered and destroyed.....	319,200		294,500		24,700						8.38	
Letters, circulars, &c., destroyed.....	9,284,575		2,173,964		120,591						5.54	
Domestic letters returned from foreign countries.....	83,422		77,010		6,412						8.32	
Foreign letters returned to country from which they emanated.....	244,660		221,673		22,967						10.36	

W. H. H. TERRELL,
Third Assistant Postmaster-General.

POST-OFFICE DEPARTMENT,
Contract Office, November 9, 1872.

SIR: For a statement of the mail-service for the contract year ended June 30, 1872, &c., I have the honor to refer you to the tables hereto annexed.

Table A exhibits the character of the service, the length of routes, the number of miles of transportation, and the cost thereof, at the close of the contract year.

Table B exhibits the railroad service as in operation on the 30th June, 1872; also the cost per mile in each State.

Table C exhibits the steamboat service as in operation on the 30th June, 1872.

Table D shows the increase and decrease of mail transportation and cost in the several States and Territories during the year ended June 30, 1872.

Table E shows the weight of the mails, the speed with which they are conveyed, the accommodations for mails and agents, the trips per week, and the rates of pay per mile per annum on railroad-routes in States (chiefly) in which the contract term expired June 30, 1872.

Table F shows the re-adjustment of the rates of pay per mile on certain railroad-routes, and on certain new routes the adjustment of the rates, based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations provided for mails and agents, and the number of trips per week.

Table G is a statement compiled from the annual reports of the Post-Office Department, showing the amount of railroad mail-service, and the cost thereof, from the commencement of such service in the fiscal year ended June 30, 1836, to June 30, 1872.

Table H shows the number and cost of mail locks and keys purchased and repaired during the year ended June 30, 1872.

Table I is a statement of the number, description, and cost of mail-bags purchased by contract and put into service during the fiscal year ended June 30, 1872.

Table K is a list of railway post-offices in the United States on the 30th June, 1872, with a recapitulation and comparative statement showing the increase at that date over the service of the preceding year.

Through-mail tables numbered from 1 to 32, inclusive, show the time occupied in the transmission of mails on a number of the leading and most important routes of the country for the year ended with the month of September, 1872.

Very respectfully, your obedient servant,

JOHN L. ROUTT,

Second Assistant Postmaster-General.

Hon. J. A. J. CRESWELL,

Postmaster-General.

A. -- Table of mail service for the year ended June 30, 1879, as exhibited by the state of the arrangements at the close of the year.

[The entire service and pay on each route are set down to the State under which the route is numbered, though extending sometimes into other States, instead of being divided among the States in which the different portions lie.]

States and Territories.	Length of routes.			Annual transportation and cost.				Total annual trans- portation by rail- road.			Total annual trans- portation by steam- boat.			Total annual trans- portation.			Total annual cost.
	Miles.	Celerity, certainty, and security.		By steamboat.		By railroad.		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.										
Maine.....	4,368	3,430	71,788	106	3,340	939	180,469	1,550,685	779,930	46,020	779,930	2,330,605	161,927	2,330,605	161,927	2,330,605	161,927
New Hampshire.....	1,828	1,900	25,224	.....	.....	520	41,336	470,711	501,313	.....	501,313	1,018,044	70,300	1,018,044	70,300	1,018,044	70,300
Vermont.....	9,295	1,691	41,124	.....	.....	604	77,437	830,635	643,846	.....	643,846	1,464,481	114,561	1,464,481	114,561	1,464,481	114,561
Massachusetts.....	9,693	963	51,421	30	2,500	1,693	217,842	707,953	18,730	18,730	2,538,120	3,264,793	271,763	3,264,793	271,763	3,264,793	271,763
Rhode Island.....	550	260	8,037	160	2,500	1,130	13,974	118,118	99,840	99,840	283,764	501,792	94,511	501,792	94,511	501,792	94,511
Connecticut.....	1,601	685	25,082	.....	.....	916	114,718	363,780	170,768	170,768	1,431,316	1,795,096	139,800	1,795,096	139,800	1,795,096	139,800
New York.....	11,372	6,494	193,214	947	8,899	4,631	603,799	2,910,311	61,776	61,776	6,793,619	9,883,508	807,912	9,883,508	807,912	9,883,508	807,912
New Jersey.....	9,258	1,041	35,357	72	3,873	1,145	126,169	500,500	419,871	419,871	1,311,478	1,873,754	168,419	1,873,754	168,419	1,873,754	168,419
Pennsylvania.....	14,380	10,772	247,457	94	6,300	3,514	332,224	3,419,871	58,656	58,656	4,554,064	8,032,611	596,011	8,032,611	596,011	8,032,611	596,011
Delaware.....	480	263	8,347	.....	.....	217	17,138	117,492	12,480	12,480	951,690	369,092	95,485	369,092	95,485	369,092	95,485
Maryland.....	3,469	2,528	65,447	40	750	901	185,519	684,865	144,551	144,551	1,496,118	2,383,483	251,716	2,383,483	251,716	2,383,483	251,716
West Virginia.....	4,792	4,309	54,396	.....	.....	920	16,298	847,448	199,168	199,168	1,144,551	1,131,167	98,357	1,131,167	98,357	1,131,167	98,357
Virginia.....	8,994	6,794	113,517	723	48,100	1,477	191,545	1,564,297	318,923	318,923	1,532,555	3,481,775	353,192	3,481,775	353,192	3,481,775	353,192
North Carolina.....	7,837	6,547	76,296	256	6,569	1,034	80,140	1,092,970	67,292	67,292	944,995	2,108,657	182,985	2,108,657	182,985	2,108,657	182,985
South Carolina.....	3,640	2,377	29,628	16	2,260	1,247	114,190	225,011	1,664	1,664	1,167,706	1,494,381	144,078	1,494,381	144,078	1,494,381	144,078
Georgia.....	5,009	8,693	46,144	69	1,294	9,448	163,218	480,964	7,176	7,176	3,385,810	2,673,950	210,656	2,673,950	210,656	2,673,950	210,656
Florida.....	7,002	1,675	24,998	5,150	165,498	3,433	26,133	226,068	494,404	494,404	297,621	1,028,083	216,690	1,028,083	216,690	1,028,083	216,690
Alabama.....	7,223	4,905	85,701	487	25,305	1,841	156,344	663,104	316	316	431,974	2,392,930	267,350	2,392,930	267,350	2,392,930	267,350
Mississippi.....	5,114	3,634	66,257	497	9,500	1,983	124,203	593,104	78,728	78,728	734,162	1,475,994	267,350	1,475,994	267,350	1,475,994	267,350
Louisiana.....	4,470	2,528	91,357	1,431	78,180	759	66,114	527,832	446,160	446,160	459,772	1,433,864	267,350	1,433,864	267,350	1,433,864	267,350
Texas.....	12,423	11,223	507,425	1,431	68,000	1,386	59,836	2,892,954	139,397	139,397	484,702	2,996,353	326,984	2,996,353	326,984	2,996,353	326,984
Arkansas.....	8,561	7,061	257,837	1,310	54,890	728	307,827	1,523,340	885,084	885,084	199,113	1,898,360	326,984	1,898,360	326,984	1,898,360	326,984
Missouri.....	13,047	9,859	293,157	1,314	14,000	1,215	145,503	2,554,878	93,600	93,600	1,590,517	3,543,545	326,984	3,543,545	326,984	3,543,545	326,984
Tennessee.....	7,428	5,258	98,910	155	9,250	1,215	145,503	2,554,878	93,600	93,600	1,590,517	3,543,545	326,984	3,543,545	326,984	3,543,545	326,984
Kentucky.....	11,845	6,995	149,623	1,038	47,400	4,569	277,045	1,253,924	63,400	63,400	1,072,331	2,670,627	326,984	2,670,627	326,984	2,670,627	326,984
Ohio.....	7,540	4,808	77,233	.....	.....	2,734	277,045	1,067,180	110,760	110,760	1,072,331	2,670,627	326,984	2,670,627	326,984	2,670,627	326,984
Indiana.....	11,319	5,762	119,971	45	4,500	2,734	277,045	1,067,180	110,760	110,760	1,072,331	2,670,627	326,984	2,670,627	326,984	2,670,627	326,984
Illinois.....	10,392	5,723	121,932	1,788	47,895	2,875	287,480	1,676,963	46,900	46,900	6,045,919	7,726,372	326,984	7,726,372	326,984	7,726,372	326,984
Michigan.....	8,325	6,240	106,835	1,281	7,223	1,804	179,369	1,790,372	37,079	37,079	1,827,451	3,617,833	326,984	3,617,833	326,984	3,617,833	326,984
Wisconsin.....	8,325	6,240	106,835	1,281	7,223	1,804	179,369	1,790,372	37,079	37,079	1,827,451	3,617,833	326,984	3,617,833	326,984	3,617,833	326,984

A.—Table of mail-service for the year ended June 30, 1872, &c.—Continued.

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual transportation by celerity, certainty, and security.	Total annual transportation by steamboat.	Total annual transportation by rail-road.	Total annual transportation.	Total annual cost.
		By steamboat.			By railroad.							
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.					
Iowa.....	9,606	6,620	129,517	.....	2,988	233,985	1,922,250	.....	2,393,884	4,518,134	363,512
Minnesota.....	6,977	5,266	104,837	.....	1,711	115,561	1,229,490	.....	1,499,625	2,728,915	220,398
Nebraska.....	3,458	2,148	49,259	.....	1,310	298,031	579,418	.....	997,140	1,506,558	347,290
Kansas.....	6,333	4,506	93,509	.....	1,827	161,837	1,303,848	.....	1,323,951	2,626,799	255,446
Nevada.....	1,708	1,690	130,563	.....	18	1,500	583,104	.....	11,232	594,336	132,065
California.....	9,621	6,649	432,781	1,461	62,000	268,547	2,225,728	290,544	1,176,678	3,692,950	783,928	
Oregon.....	2,309	2,077	54,864	232	31,000	.....	320,186	196,360	446,546	85,864	85,864
Washington Territory.....	3,117	1,400	105,643	1,717	45,041	.....	316,408	80,296	390,736	150,684	150,684
Idaho Territory.....	1,082	1,062	96,606	.....	.....	.....	477,272	.....	316,408	96,696	96,696
Montana Territory.....	1,344	1,344	106,308	.....	.....	.....	253,572	.....	477,272	106,308	106,308
Dakota Territory.....	1,262	1,262	22,328	.....	.....	.....	253,572	.....	253,572	22,328	22,328
Wyoming Territory.....	108	108	9,666	.....	.....	.....	33,696	.....	33,696	9,666	9,666
Utah Territory.....	2,733	2,697	358,823	36	1,825	1,353,134	1,353,134	93,776	23,776	1,405,910	360,648	
Colorado Territory.....	2,165	2,056	162,732	109	10,925	688,043	688,043	115,596	903,639	173,657	173,657	
New Mexico Territory.....	1,748	1,748	313,427	.....	.....	.....	656,072	.....	656,072	313,427	313,427
Arizona Territory.....	1,332	1,332	65,459	.....	.....	.....	210,808	.....	.....	210,808	65,459
Total.....	251,396	174,627	5,269,628	18,860	779,865	37,911	6,592,771	48,184,137	62,491,749	114,964,382	12,572,264	
Railway post-office clerks.....												821,600
Route agents.....												737,820
Mail-route messengers.....												88,910
Local agents.....												63,216
Mail-messengers.....												496,922
Baggage-masters in charge of registered packages.....												1,476
Aggregate.....												14,779,208

JOHN L. ROUTT,
Second Assistant Postmaster-General.

11. Railroad service as in operation on the 30th of June, 1872.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
	MAINE.								
1	Augusta to Skowhegan.	Portland and Kennebec	39		6	2,925 00		Dollars. 75 00	
9	Danville Junction to Bangor.	Maine Central	110		6	13,750 00		125 00	
9a	Newport to Dexter.	do	14		6	840 00		60 00	
19	Farmington to Brunswick.	Androscoggin	66.50		6	5,412 50		75 00	
84	Calais to Princeton.	Lewy's Island	5		12	2,100 00		100 00	
114	Portland to Portsmouth.	Portland, Saco and Portsmouth.	21		6	9,137 50		175 72	
115	Portland to Augusta.	Portland and Kennebec.	53		18	8,275 00		113 35	
	Branch to Bath.		73						
116	Portland to Canada Line.	Grand Trunk	48		12	17,700 00		125 00	
117	Portland to Rochester.	Portland and Rochester.	117		6	2,888 77		100 00	
163	Mechanics' Falls to Canton.	Portland and Oxford Central.	53		6	1,246 57		55 55	
181	Bangor to New Brunswick Line.	European and North American.	27.50		6	14,781 92		45 33	
188	Oldtown to Guilford.	Bangor and Piscataquis.	118.25		6	2,405 00		125 00	
201	Belfast to Burnham Village.	Maine Central	48.10		6	1,709 50		50 00	
202	Portland to North Conway.	Portland and Ogdensburg.	34.19		6	3,697 50		50 00	
204	Bath to Rockland.	Knox and Lincoln.	61.625		12	2,450 00		50 00	
214	Houlton to New Brunswick Line.	New Brunswick and Canada.	49	939.165	6	150 00	89,468 59	50 00	Pay estimated.
	NEW HAMPSHIRE.								
251	Concord to Nashua.	Concord	36		18	5,400 00		150 00	
253	Concord to Wells River.	Boston, Concord and Montreal	50.75		12	9,300 00		100 00	
	Concord to White River Junction.		42.25		6			100 00	
254	Branch to Bristol.	Northern	69		12	11,160 00		140 00	
255	Concord to Newport.	Concord and Claremont.	13		6	2,404 57		50 00	
256	Concord to Portsmouth.	Concord	41.68		6	3,000 00		57 69	
269	Manchester to North Ware.	do	60		12	1,025 00		50 00	
272	Nashua to Wilton.	Boston and Lowell and Nashua and Lowell.	20.50		6	1,900 00		56 25	
299	Conteocook Village to Hillsborough Bridge.	Conteocook River.	16		12	750 00		50 00	
308	Dover to Alton Bay.	Boston and Maine.	15		6	1,400 00		50 00	

B.—Railroad-service as in operation on the 30th of June, 1873.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	NEW HAMPSHIRE—Continued.								
309	Brock's Crossing to Conway.....	Portsmouth, Great Falls and Conway.	6	.....	12 }	3,241 50	.....	50 00	
331	Lancaster to Wells River.....	Boston, Concord and Montreal.....	58 83	.....	7 }	.....	.....	50 00	
342	Hooksett to Pittsfield.....	Suncook Valley.....	43 10	.....	6	2,155 00	.....	50 00	
			20	.....	6	600 00	41,338 07	30 00	
	VERMONT.								
412	Burlington to Rouse's Point.....	Vermont Central and Vermont and Canada.	32 50	.....	15 }	9,712 50	.....	175 00	
452	White River Junction to Derby Line.	Connecticut and Passumpsic Rivers.	23	.....	6 }	.....	.....	175 00	
461	Windsor to Burlington.....	Vermont Central.....	114 17	.....	6	11,417 00	.....	100 00	
475	Rutland to State Line; branch to Bennington.	Harlem Extension.....	119	.....	15	20,825 00	.....	175 00	
481	Bellevue Falls to Windsor.....	Sullivan.....	59	.....	6	2,950 00	.....	50 00	
482	Bellevue Falls to Burlington.....	Rutland and Burlington.....	25	.....	12	3,500 00	.....	140 00	
487	Brattleborough to Bellevue Falls.....	Vermont Valley.....	52	.....	6 }	20,405 00	.....	100 00	
508	Saint Albans to Canada Line.....	Vermont and Canada.....	67 50	.....	12 }	3,360 00	.....	140 81	
520	Saint Albans to Richford.....	Vermont Central and Vermont and Canada.	24	.....	6	1,700 00	.....	100 00	
			23 66	.....	6	1,433 00	.....	50 00	
521	West Concord to Hardwick.....	Portland and Ogdunaburgh.....	42 70	.....	6	2,135 00	77,437 50	50 00	Includes \$3,000 per annum for mail-messenger service.
	MASSACHUSETTS.								
601	Boston to Portsmouth.....	Eastern.....	56 50	.....	31	11,300 00	.....	900 00	
602	Boston to South Berwick Junction.	Boston and Maine.....	75	.....	12 }	.....	.....	150 00	
603	Boston to Great Falls.....	Boston and Lowell and Nashua and Lowell.	3	.....	12 }	11,400 00	.....	50 00	
804	Boston to Fitchburgh.....	Fitchburgh.....	42	.....	21	6,300 00	.....	150 00	
605	Boston to Albany.....	Boston and Albany.....	52	.....	18	2,000 00	.....	153 84	
			45	.....	12 }	.....	.....	275 00	
			26	.....	12 }	68,475 00	.....	310 00	
			102	.....	12 }	.....	.....	310 00	

1866	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319</
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B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	MASSACHUSETTS—Continued.								
688	Sterling Junction to Fitchburgh ..	Boston, Clinton and Fitchburgh ..	14	.....	18	1,050 00	.....	75 00	
689	Fitchburgh to Bellows Falls ..	Cheshire and Ashuelot ..	64	.....	18	7,500 00	.....	117 18	
690	Fitchburgh to Brattleborough, Vt., and Miller's Falls to Hoosac Tunnel; branch to Turner's Falls.	Vermont and Massachusetts ..	113	.....	6	11,300 00	.....	100 00	
696	Springfield to Miller's Falls ..	New London Northern	35	.....	12	2,925 00	.....	75 00	Includes \$300 per annum for side supply of Chicopee Falls.
702	Springfield to South Vernon Junction.	Connecticut River	50	.....	15	6,550 00	.....	125 00	
703	South Vernon Junction to Keene ..	Cheshire and Ashuelot ..	24	.....	6	1,200 00	.....	50 00	Includes \$315 per annum for mail-messenger service. Includes \$125 per annum for mail-messenger service.
721	Pittsfield to North Adams ..	Pittsfield and North Adams ..	21	.....	12	1,575 00	.....	60 00	
727	Gloucester to Pigeon Cove ..	Eastern	5	.....	12	450 00	.....	50 00	
728	Wakefield to Newburyport ..	Boston and Maine	1.50	.....	6	1,525 00	.....	50 00	
731	South Braintree Junction to Fall River.	Old Colony and Newport ..	30.50	.....	6	1,700 00	.....	50 00	
732	East Salisbury to Amesbury ..	Eastern	4	.....	12	250 00	.....	62 50	
733	Palmer to Gilboville ..	New London Northern ..	15.75	.....	6	775 00	.....	50 00	
735	Mansfield to South Framingham ..	Boston, Clinton and Fitchburgh ..	22	.....	6	1,100 00	.....	50 00	
738	Winchendon to Peterborough ..	Monadnock	16	.....	6	800 00	.....	50 00	
741	Palmer to Athol Depot ..	Athol and Enfield	35.75	.....	6	1,767 00	.....	50 00	
742	South Framingham to Lowell ..	Framingham and Lowell ..	29	.....	6	1,450 00	.....	50 00	
745	Worcester to Gardner ..	Boston, Haver and Gardner ..	27	.....	6	1,350 00	.....	50 00	
746	Holyoke to Westfield ..	New Haven and Northampton ..	10.53	.....	12	536 50	.....	50 00	
748	Milford to Bellingham ..	Providence and Worcester ..	5	1,682 71	12	250 00	217,842 00	50 00	
	RHODE ISLAND.								
801	Providence to Worcester ..	Providence and Worcester ..	44	.....	24	4,800 00	.....	75 00	Includes \$1,500 per annum for mail-messenger service.
802	Providence to New London ..	New York, Providence and Boston ..	63.75	.....	22	7,968 75	.....	125 00	
803	Providence to Bristol ..	Providence, Warren and Bristol ..	15.50	.....	12	555 00	.....	55 16	

991	Account to Fall利息	7	1 40, 25	19	3,500 00	13, 07, 3 75	50 00
	COMPANY.						
993	Norwich and Worcester.....	60		12	5,040 00		75 00
996	New London to Palmer.....	30		12	5,625 00		100 00
998	Middletown to Berlin Depot.....	35		18	1,000 00		75 00
999	New Haven to New London.....	50		23	7,567 00		150 00
997	New Haven to Springfield.....	63 56		31	30,745 83		325 00
998	New Haven to Northampton.....	83		12	8,425 00		75 00
999	New York and New Haven.....	76 1/2		31	28,625 00		375 00
992	Naugatuck.....	62		12	5,701 25		85 00
993	Housatonic.....	121		12	9,680 00		80 00
994	Danbury and Norwalk.....	24 50		12	2,120 00		85 11
995	Hartford, Providence and Fitchville.....	124 50		12	12,250 00		100 00
996	Rockville.....	4,625		12	500 00		50 00
997	New Haven, Middletown and Willimantic.....	24		6	1,200 00		50 00
998	Valley.....	43 16		6	2,158 00		50 00
999	New Haven and Derby.....	13 50		12	675 00		50 00
990	Connecticut Western.....	68	916.466	6	3,400 00	114,718 06	50 00
1001	New York to Middletown.....	67	34 50	34 50	138,000 00		300 00
1002	Middletown to Hornellsville.....	285	30 50	30 50			350 00
1003	Hornellsville to Salamanca.....	83	19	19	52,500 00		100 00
1004	Salamanca to Dunkirk.....	46	13	25	13,050 00		110 35
1005	New York to Troy.....	150		6	2,400 00		85 71
1006	New York to Chatham Village.....	130 50		12	1,800 00		100 00
1007	Fishing and North Side.....	13		6	12,050 00		50 00
1008	Staten Island.....	8 75		12	862 50		50 00
1009	Long Island.....	67 50		12	1,250 00		50 00
1010	do.....	33		6			50 00
1011	do.....	12 25		12			50 00
1012	Mineola to Locust Valley.....	16 50		12			50 00
1013	Hicksville to Northport.....	6		12			50 00

B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
1009	New York—Continued.	Suffern to Piermont.....	18	18	6	900 00	900 00	50 00	
1010	{ Newburgh to Chester } { Branch, Vail's Gate to Junction } { with main stem. }	Erie.....	19.75	19.75	6	1,625 00	1,625 00	50 00	
1011	Hudson to West Stockbridge.	do.....	12.75	12.75	6	1,625 00	1,625 00	50 00	
1012	Albany to Albany Junction.....	Hudson and Boston.....	35	35	19	1,750 00	1,750 00	50 00	
1013	Albany to Binghamton.....	Rensselaer and Saratoga.....	9	9	12	1,029 00	1,029 00	85.73	
1014	Central Bridge to Schoharie.....	Delaware and Hudson Canal.....	142	142	19	14,300 00	14,300 00	75.73	
1015	Schoharie Valley.....	Schoharie Valley.....	16	16	12	400 00	400 00	50 00	
1016	Schenectady to Ballston.....	Rensselaer and Saratoga.....	16	16	12	400 00	400 00	50 00	
1017	Troy to Schenectady.....	New York Central.....	22	22	18	1,650 00	1,650 00	75 00	
1018	{ Troy to North Adams } { Branch to State Line } { Troy to Saratoga Springs } { Eagle Bridge to Rathland } { Saratoga Springs to Castleton } { Plattsburgh to Canada Line } { Troy to Albany } { Troy to Saratoga Springs } { Eagle Bridge to Rathland } { Saratoga Springs to Castleton } { Plattsburgh to Canada Line }	Troy and Boston.....	50.50	50.50	18	6,937 50	6,937 50	132 00	
1019	Rensselaer and Saratoga.....	Rensselaer and Saratoga.....	32.81	32.81	6	4,921 50	4,921 50	150 00	
1020	do.....	do.....	62.50	62.50	12	9,375 00	9,375 00	150 00	
1021	Plattsburgh to Canada Line.....	do.....	54	54	12	8,100 00	8,100 00	150 00	
1022	Rome's Point to Ogdensburgh.....	Ogdensburgh and Lake Champlain.....	119	119	12	10,710 00	10,710 00	90 00	12 times a week 8 months; 6 times a week 4 months. Includes side-service.
1023	Rome's Point to Canada Line.....	Champlain and Saint Lawrence.....	2.25	2.25	6	262 50	262 50	116 66	
1024	Watertown to Cape Vincent.....	Rome, Watertown and Ogdensburgh.....	26	26	12	1,300 00	1,300 00	50 00	
1025	Utica to Carthage.....	Utica and Black River.....	35	35	12	5,050 64	5,050 64	67 80	
1026	{ Rome to Ogdensburgh } { Branch to Pottsdam Junction } { Syracuse to Rochester } { Syracuse to Binghamton } { Syracuse to Oswego } { Canadadigua to Niagara Falls } { Canadadigua to Elmira } { Rochester to Avon } { Avon to Dansville } { Suspension Bridge to Detroit }	Rome, Watertown and Ogdensburgh.....	39.50	39.50	24	19,205 00	19,205 00	67 80	
1027	Syracuse to Rochester.....	do.....	73	73	12	10,400 00	10,400 00	115 00	
1028	Syracuse to Binghamton.....	do.....	70	70	12	10,400 00	10,400 00	115 00	
1029	Syracuse to Oswego.....	New York Central.....	25	25	21	10,400 00	10,400 00	100 00	
1030	Canadadigua to Niagara Falls.....	Syracuse, Binghamton and New York.....	104	104	12	7,200 00	7,200 00	90 00	
1031	Canadadigua to Elmira.....	Oswego and Syracuse.....	35.50	35.50	12	2,662 50	2,662 50	75 00	
1032	Rochester to Avon.....	New York Central.....	97	97	12	4,850 00	4,850 00	50 00	
1033	Avon to Dansville.....	do.....	68.50	68.50	12	5,137 50	5,137 50	75 00	
1034	Suspension Bridge to Detroit.....	do.....	14	14	6	1,350 00	1,350 00	75 00	
1035	do.....	do.....	30.73	30.73	12	1,824 00	1,824 00	59.37	
1036	Great Western Railroad Company of Canada.	do.....	229	229	25	11,450 00	11,450 00	50 00	

REPORT OF THE POSTMASTER-GENERAL.

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B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
NEW YORK—Continued.									
1562	Cazenovia to Cazenovia.....	Cazenovia and Cazenovia.....	Miles. 15	Miles. 15	12	Dollars. 750 00	Dollars. 750 00	Dollars. 50 00	Includes side-service. Do.
1563	Poughkeepsie to Stissing.....	Poughkeepsie and Eastern.....	21 65	21 65	6	1,082 50	1,082 50	50 00	
1564	Port Jervis to Monticello.....	Monticello and Port Jervis.....	24	24	6	1,900 00	1,900 00	50 00	
1565	{ Middletown to Ellenville } { Branch to Liberty Falls }	{ New York and Oswego Midland } { Ithaca and Cortland }	{ 22 75 } { 28 75 }	{ 22 75 } { 28 75 }	{ 6 } { 6 }	{ 2,575 00 } { 1,100 00 }	{ 2,575 00 } { 1,100 00 }	{ 50 00 } { 50 00 }	
1566	Ithaca to Cortland Village.....	Goshen and Deckerstown.....	22	22	12	1,100 00	1,100 00	50 00	Do. Pay estimated. Do.
1567	Goshen to Pine Island.....	New York and Oswego Midland.....	11	11	6	250 00	250 00	22 18	
1568	Norwich to Cortland Village.....	Erie.....	49 21	49 21	6	2,480 50	2,480 50	50 00	
1569	Buffalo to Suspension Bridge.....	Rondout and Oswego.....	25 94	25 94	12	1,297 00	1,297 00	50 00	
1570	Rondout to Moreauville.....	Syracuse Northern.....	64 90	64 90	12	3,245 00	3,245 00	50 00	Do. Pay estimated. Do.
1571	Syracuse to Lacona.....	Ithaca and Athens.....	44 92	44 92	12	2,246 00	2,246 00	50 00	
1572	Ithaca to State Line.....	Dunkirk, Warren and Pittsburgh.....	34 60	34 60	6	1,730 00	1,730 00	50 00	
1573	Dunkirk to Warren.....	Syracuse and Chenango Valley.....	55 80	55 80	6	2,730 00	2,730 00	50 00	
1574	Syracuse to Cazenovia.....	Vermont Central and Vermont and Canada.....	20 95	20 95	12	1,047 50	1,047 50	50 00	Includes side-service.
1581	Port Henry to Leicester Junction.....	New York and Oswego Midland.....	31 50	31 50	6	1,575 00	1,575 00	50 00	
1582	Clinton to Rome.....	do.....	13 75	13 75	12	687 50	687 50	50 00	
1585	Walton to Delhi.....	Rochester and Pine Creek.....	16	16	12	800 00	800 00	50 00	
1587	East Gainesville to Perry.....	do.....	6 55	6 55	12	327 50	327 50	50 00	
NEW JERSEY.									
1602	New York to Nyack.....	Northern Railroad Company of New Jersey.....	30	30	6	1,365 00	1,365 00	62 16	Includes side-service.
1603	New York to New Bridge.....	Hackensack and New York.....	16 50	16 50	12	825 00	825 00	50 00	
1604	New York to Easton.....	Morris and Essex.....	63	63	12	7,520 00	7,520 00	100 00	
1605	New York to Hartsburgh.....	Central Railroad Company of New Jersey.....	24 40	24 40	6	36,600 00	36,600 00	50 00	
1606	New York to New Brunswick.....	New Jersey Railroad and Transportation Company.....	183	183	18	13,500 00	13,500 00	200 00	
1608	Port Monmouth to Alico.....	Raritan and Delaware Bay.....	36	36	25	5,177 50	5,177 50	375 00	
1609	{ Eatontown to Branch Shore } { Manchester to Tom's River } { Whiting to Pemberton.....	{ Raritan and Delaware Bay } { Newark and Bloomfield }	{ 74 10 } { 7 25 } { 17 20 }	{ 74 10 } { 7 25 } { 17 20 }	{ 6 } { 6 } { 6 }	{ 275 00 } { 275 00 } { 275 00 }	{ 275 00 } { 275 00 } { 275 00 }	{ 50 00 } { 50 00 } { 50 00 }	
1613	Newark to Mont Clair.....	Newark and Bloomfield.....	5 07	5 07	13	275 00	275 00	48 60	

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B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
PENNSYLVANIA—Continued.									
1812	Penn Haven to Audenried; branch to Treeseckow.	Lehigh Valley	17.50	.....	6	525 00	.....	Dollars. 30 00	
1813	Pottsville to Tamaqua	Philadelphia and Reading	17.50	.....	6	875 00	.....	50 00	
1814	Port Clinton to Williamsport	Catawissa	131.53	.....	12	9,114 75	.....	75 00	
1815	Tamaqua to Shamokin	Philadelphia and Reading, (lessees)	42	.....	6	1,680 00	.....	40 00	
1816	Hazleton to Junction and branches	Lehigh Valley, (lessees)	10.583	.....	6	420 33	.....	40 00	
1817	Scranton to Northumberland	Lackawanna and Bloomsburgh	80.10	.....	12	6,007 50	.....	75 00	
1818	Scranton to Carbondale	Delaware and Hudson Canal and Railroad.	17	.....	12	850 00	.....	50 00	
1819	Binghamton to New Hampton	Delaware, Lackawanna and Western.	144.40	.....	6	10,830 00	.....	75 00	
1820	{ Bloomsburgh to Corning. Branch to Fall Brook. Branch to Morris Run. Branch to Arnot.	Tioga	{ 40 7 4 4	.....	{ 12 12 6 6	3,925 00	.....	{ 75 00 75 00 50 00 50 00	
1821	Williamsport to Elmira	Northern Central	78	.....	12	7,800 00	.....	100 00	
1822	Sunbury to Erie	Pennsylvania, (lessees)	248	.....	18	24,600 00	.....	75 00	
1823	Sunbury to Mount Carmel	Northern Central	40	.....	18	1,400 00	.....	150 00	
1824	Alton to Carrollton	Erie, (lessees)	28	.....	6	1,400 00	.....	50 00	
1825	Shaff's Bridge to Somerset	Somerset and Mineral Point	25	.....	6	1,400 00	.....	40 00	
1826	Irvine to Cory	Oil Creek and Allegheny River	50.20	.....	6	450 00	.....	50 00	
1827	Strasburgh to Leaman Place	Herr and Company	44.40	.....	12	5,840 00	.....	50 00	Pay estimated.
1828	{ Strasburgh to Leaman Place. Branch to Middleport. Branch to Albion.	Pennsylvania	{ 31.30 5 59	.....	{ 6 6 12	2,347 50	.....	{ 75 00 75 00 30 00	
1829	{ Strasburgh to Leaman Place. Branch to Tremont.	Schuylkill and Susquehanna	{ 59 7	.....	{ 12 6	1,980 00	.....	{ 100 00 50 00	
1830	Harrisburgh to Hagerstown	Cumberland Valley	52	.....	12	6,300 00	.....	50 00	
1831	{ Columbia to Sinking Springs. Branch to Lancaster.	Reading and Columbia	{ 38.49 6	.....	{ 6 6	1,424 70	.....	{ 30 00 30 00	
1832	York to Columbia	Northern Central	14	.....	7	700 00	.....	50 00	
1833	Hanover Junction to Littlestown	Hanover Branch	20.40	.....	12	1,920 00	.....	50 00	
1834	Hanover to (Gettysburg)	Gettysburgh	17.50	.....	12	875 00	.....	50 00	
1835	Sunbury to Hazleton	Dunville, Hazleton and Wilkesbarre	54.90	.....	6	2,710 00	.....	50 00	Pay estimated.

REPORT OF THE POSTMASTER-GENERAL.

Includes \$377 per annum for mail-messenger service.

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B.—*Railroad-service as in operation on the 30th of June, 1872*—Continued.

Numero	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	DELAWARE.								
2801	Wilmington to Delmar.....	Philadelphia, Wilmington and Baltimore.....	{ 50.62 46.33 }		{ 18 } 12 }	10,681.25		{ 125 00 62 50 }	{ Includes \$1,400 per annum for mail-messenger service at Philadelphia and Wilmington.
2802	Harrington to Lewes.....	Junction and Breakwater.....	38.83		6	1,941.50		50 00	
2803	Clayton to Easton.....	Maryland and Delaware.....	44		6	2,200 00		50 00	
2804	Delmar to Crisfield.....	Eastern Shore.....	38.01		12	2,375.63	17,138.38	62 50	
	MARYLAND.			217.78					
2901	{ Baltimore to Philadelphia..... Branch to Port Deposit..... }	Philadelphia, Wilmington and Baltimore.....	{ 28 72 }		31	37,700 00		{ 375 00 375 00 }	
2902	Baltimore to Sumbury.....	Northern Central.....	{ 84.80 55.30 }		25 } 13 }	95,345 00		{ 900 00 150 00 }	
2903	Baltimore to Washington.....	Baltimore and Ohio.....	{ 40 179 }		26 } 19 }	15,000 00		{ 375 00 947 10 }	
2904	Baltimore to Wheeling.....	do.....	{ 201 34 }		13 } 6 }	93,900 00		{ 847 10 50 00 }	
2905	Cumberland and Piedmont.....	Cumberland and Pennsylvania.....	3		6	1,700 00		100 00	
2906	Araby to Frederick.....	Baltimore and Ohio.....	3		6	300 00		50 00	
2907	Lake Roland to Sabillasville.....	Western Maryland.....	62.60		6	3,130 00		50 00	
2908	Annapolis to Elk Ridge.....	Annapolis and Elk Ridge.....	50		13	2,000 00		100 00	
2909	Salisbury to Berlin.....	Wicomico and Pocomoke.....	53		6	1,150 00		75 00	
2910	Wexorton to Hagerstown.....	Baltimore and Ohio, (Leasee).....	24.25		12	1,818.75		50 00	
2911	Cambridge to Seaford.....	Dorchester and Delaware.....	33.50		6	1,675 00		50 00	
2913	Townsend to Centerville.....	Queen Anne and Kent.....	36	801.05	6	1,800 00	185,518.75	50 00	Pay estimated.
	WEST VIRGINIA.								
4101	Harper's Ferry to Strasburgh.....	Baltimore and Ohio.....	51.685		6	2,581.25		100 00	
4102	Graton to Parkersburgh.....	do.....	104		6	11,440 00		100 00	
4180	Laurel Junction to Volcano.....	Laurel Fork and Sand Hill.....	8		6	240 00		30 00	
4293	Huntington to Coalburgh.....	Chesapeake and Ohio.....	69.63	253.51	6	3,481.50	17,743.75	50 00	



Includes \$150 per annum for mail-messenger service.

Station	Distance	Rate	Notes
Richmond, Fredericksburg and Potomac	73.50	13	
Washington, Georgetown and Alexandria	7	14	
Orange, Alexandria and Manassas	171	14	
Washington and Ohio	0	6	
Orange, Alexandria and Manassas	111	6	
Richmond and York River	297.50	6	
Richmond and Petersburg	190.50	14	
Richmond and Petersburg	34.50	14	
Petersburg	65	14	
Atlantic, Mississippi and Ohio	19	6	
Petersburg to York	51.50	6	
Petersburg to York	123	6	
Petersburg to Lynchburg	295	14	
Lynchburg to Bristol	56	6	
Seaboard and Roanoke	9.50	6	
Atlantic, Mississippi and Ohio	1,477.50	6	
NORTH CAROLINA.			
Raleigh to Weldon	97	7	
Weldon to Wilmington	162.25	14	
Branch, Rocky Mount to Tarboro	17	7	
Wilmington to Wadesborough	141	7	
Richmond and Danville	130	12	
Atlantic and North Carolina	93	12	
Western North Carolina	95	7	
Western Division Wilmington, Charlotte and Rutherford	114	6	
Atlantic, Tennessee and Ohio	43.50	3	
Richmond and Petersburg	48.40	6	
Richmond and Petersburg	45.78	7	
Richmond and Petersburg	38.15	7	
Richmond and Petersburg	7	2	
SOUTH CAROLINA.			
Charlotte to Augusta, Ga.	195	13	
Columbia to Greenville C. H.	143.50	6	
Branch, Hedges to Abbeville C. H.	11.50	6	
Branch, Belton to Anderson C. H.	9.75	6	
Columbia to Wilmington, N. C.	84.78	14	
Wilmington, Columbia and Augusta	107	14	

B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
SOUTH CAROLINA—Continued.									
5605	{ Kingsville to Augusta } { Branch, Kingsville to Camden } { Branch, Kingsville to Columbia } { Br., Branchville to Charleston } Charleston to Savannah, Ga. Florence to Cheraw Chester C. H. to Yorkville. Alston to Spartanburgh C. H. Newberry C. H. to Laurens C. H. Anderson C. H. to Walhalla. Port Royal to Varnville.	South Carolina..... Savannah and Charleston..... Northeastern..... Cheraw and Darlington..... King's Mountain..... Spartanburgh and Union..... Joseph Crews..... Greenville and Columbia..... Port Royal.....	119 37.50 27 62 104 40 23.50 70 31.52 34 43	..... ..... ..... ..... ..... ..... ..... ..... ..... 1,347.05	7 7 7 7 13 7 6 3 3 6 6	92,080 00 10,400 00 13,000 00 1,200 00 1,175 00 2,800 00 1,200 00 1,020 00 2,150 00	..... ..... ..... ..... ..... ..... ..... ..... ..... 114,190 00	Dollars. 125 00 50 00 50 00 60 00 75 00 100 00 125 00 30 00 40 00 38 07 30 00 50 00	
GEORGIA.									
6001	Angusta to Atlanta.....	Georgia.....	171½	.....	13	21,458 33	.....	125 00	
6002	Atlanta to Chattanooga, Tenn.....	Western and Atlantic.....	138	.....	7	17,250 00	.....	125 00	
6003	Atlanta to West Point.....	Atlanta and West Point.....	86.25	.....	7	10,781 25	.....	125 00	
6004	Millen to Augusta.....	Central Railroad and Banking Co. Georgia.....	53.125	.....	14	6,640 62	.....	125 00	
6005	Washington to Double Wells.....	do.....	18.50	.....	7	925 00	.....	50 00	
6006	Union Point to Athens.....	do.....	41	.....	7	3,075 00	.....	75 00	
6007	Kingston to Rome.....	Rome.....	20.50	.....	7	1,085 00	.....	50 00	
6008	{ Savannah to Live Oak } { Savannah, Lawton to Bainbridge } Savannah to Macon.....	Atlantic and Gulf..... Central Railroad and Banking Co. Southwestern.....	180.75 105.50 192.125	..... ..... .....	7 7 91	23,350 00 21,133 75	..... ..... .....	100 00 50 00 110 00	
6009	Macon to Columbus.....	do.....	100	.....	13	7,500 00	.....	75 00	
6010	Macon to Atlanta.....	Macon and Western.....	103	.....	14	10,300 00	.....	100 00	
6012	Macon to Brunswick.....	Macon and Brunswick.....	196	.....	7	9,900 00	.....	50 00	
6013	Gordon to Milledgeville.....	do.....	18.25	.....	6	912 50	.....	50 00	
6014	Easton to Milledgeville.....	Central Railroad and Banking Co. do.....	22.125 115½	..... .....	6 13	1,106 00 .....	..... .....	50 00 75 00	
6015	{ Fort Valley to Euflavia, Ala } { Branch, Renwick to Albany } { Branch, Cuthbert to Fort Calles } Thomsville to Albany.....	Southwestern..... Atlantic and Gulf..... Atlanta and Richmond Air-Line Macon and Western.....	92.50 94 58½ 17.25	..... ..... ..... .....	7 7 6 6	10,760 00 8,916 00 2,075 00 600 00	..... ..... ..... .....	40 00 50 00 50 00 40 00	Pay estimated.
6016	Atlanta to Gainesville.....	do.....	58½	.....	7	2,075 00	.....	50 00	
6017	Atlanta to Gainesville.....	do.....	58½	7	2,075 00	50 00	
6143	Barnesville to Thomaston.....	do.....	17.25	6	600 00	40 00	

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B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
7004	Mississippi—Continued.	Mobile, Ala., to Columbus, Ky. { Branch, Artesia to Columbus, Miss. Grand Gulf to Port Gibson Mudon to Aberdeen	{ 472 70 14	.....	7	50,087 50	.....	125 00	
7006		Mobile and Ohio	8	.....	7	840 00	.....	60 00	
7007		Grand Gulf and Port Gibson	8	.....	6	600 00	.....	75 00	
		Mobile and Ohio	9	.....	6	450 00	.....	50 00	
				983 10			128,903 50		
	LOUISIANA.								
8001	New Orleans to Brashear	Morgan's Louisiana and Texas	83	.....	7	12,850 00	.....	150 00	Includes \$400 per annum for side-service.
8002	New Orleans to Canton, Miss.	New Orleans, Jackson and Great Northern	206	.....	13	41,200 00	.....	200 00	
8003	Baton Rouge to Livonia	Baton Rouge, Grosse Tête and Opelousa	28	.....	3	360 00	.....	12 86	
8004	Clinton to Port Hudson	Clinton and Port Hudson	21	.....	3	630 00	.....	30 00	
8005	Vicksburg, Miss., to Monroe, La.	North Louisiana and Texas	75 50	.....	6	6,168 50	.....	75 00	
8028	Saint Francisville to Woodville	West Feliciana	27 57	.....	3	964 95	.....	35 00	
8090	New Orleans to Donaldsonville	New Orleans Mobile and Texas	63 66	.....	6	3,183 00	.....	50 00	
8098	Terrebonne to Houma	Morgan's Louisiana and Texas	15 98	.....	6	764 00	.....	50 00	Includes \$500 per annum for mail-messenger service.
				520 01			66,114 45		
	TEXAS.								
8502	Houston to Galveston	Galveston, Houston and Henderson	50	.....	12	8,000 00	.....	160 00	
8503	Houston to Corsicana	Houston and Texas Central	210	.....	6	21,000 00	.....	100 00	
8504	Harrisburgh to Columbus	Galveston, Harrisburgh and San Antonio	84	.....	6	8,400 00	.....	100 00	
8505	Hempstead to Austin	Houston and Texas Central	118 70	.....	6	5,935 00	.....	50 00	
8506	Lankview to Shreveport	Southern Pacific	68 60	.....	6	3,328 00	.....	80 00	
8666	Hearne to Palestine	International	90 27	.....	6	4,313 50	.....	50 00	
8683	Houston to Trinity	Houston and Great Northern	94	.....	6	4,700 00	.....	50 00	
8684	Indianola to Victoria	Gulf Western Texas and Pacific	39 30	.....	6	1,960 00	.....	50 00	
				752 77			50,836 50		

MISSOURI.			1874	1875		1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
7601	Memphis Tenn., to Argenta, Ark.	Mempbis and Little Rock	134	31. 75		7	13,400 00			100 00																				
7607	Argenta to Julesburg	Cairo and Fulton			185. 75	6	2,347 50		15,987 50	50 00																				
MISSOURI.																														
10301	Saint Louis to Atchison, Kan.	Pacific Railroad Company of Mis-	285. 50			12	50,312 50			200 00																				
		souri.	44. 25			12				50 00																				
10302	Saint Louis to Columbia, Ky.	Saint Louis and Iron Mountain	107			13	92,462 50			100 00																				
	Branch, Mineral Point to Potom-		4			6				50 00																				
10303	Branch, Rimacreek to Otter Creek	South Pacific	47. 25			6	32,725 00			100 00																				
	Pacific to Vinita, I. T.		397. 25			6				100 00																				
10304	Saint Louis to Bloomfield, Iowa.	North Missouri	170			16	35,100 00			175 00																				
			107			16				50 00																				
10305	Quincy, Ill., to St. Joseph, Mo.	Hannibal and Saint Joseph	203. 50			20	38,237 50			175 00																				
	Branch, Palmyra to Hannibal		15			20				175 00																				
10306	Kansas City to Council Bluffs,	Council Bluffs	205			12	31,495 00			140 00																				
	Iowa.		61. 50			12				50 00																				
10307	Branch, Saint Joseph to Hopkins	North Missouri	123. 75			16	12,575 00			50 00																				
10308	Moberly to Kansas City	Pacific Railroad Company of Mis-	25			6	1,250 00			100 00																				
	Tipson to Booneville.	souri.	92			6	11,000 00			50 00																				
10309	Centralia to Columbia	North Missouri	22			12	7,480 00			50 00																				
10310	Kansas City to Cameron	Hannibal and Saint Joseph	54			16	39,625 00			125 00																				
10312	Sedalia to Moberly	Missouri, Kansas and Texas	317			6	3,837 50			50 00																				
10313	Saint Joseph to Lexington	Saint Louis and Saint Joseph	76. 75			6	4,002 50			50 00																				
10314	Brunswick to Pattonburg	Brunswick and Chillicothe and	80. 05			6				50 00																				
		Saint Louis, Council Bluffs and																												
		Omaha.																												
10314a	Hollen to Paola, Kan.	Osage Division Missouri, Kansas	55			6	2,750 00			50 00																				
		and Texas.																												
10315a	Hannibal to Moberly	Hannibal and Central Missouri	70. 67			6	3,533 50			50 00																				
10316a	Alexandria to Lancaster	Missouri, Iowa and Nebraska	61. 30			6	3,065 00			50 00																				
10317a	Pleasant Hill to Lawrence, Kan.	Lawrence Branch, Pacific Rail-	62			6	3,101 00			50 00																				
		road Company of Missouri.																												
10318a	Sedalia to Lexington	Lexington Branch, Pacific Rail-	56. 25			6	2,912 50			50 00																				
		road Company of Missouri.																												
10319a	Quincy, Ill., to Canton, Mo.	Mississippi Valley and Western	19			6	950 00			50 00																				
10320a	Quincy, Ill., to Edina, Mo.	Quincy, Missouri and Pacific	48. 28			6	2,414 00		307,827 00	50 00																				
			2,728. 30																											
TENNESSEE.																														
10001	Knoxville to Bristol	East Tennessee, Virginia and	130. 70			14	29,407 50			225 00																				
		Georgia.																												
10002	Knoxville to Chattanooga	East Tennessee, Virginia and	112			14	28,050 00			225 00																				
	Branch, Cleveland to Dalton, Ga.	Georgia.	38. 50			7				100 00																				
10003	Rogersville to Bull * Gap	Rogersville and Jefferson	15			6	790 00			52 50																				

B.—*Railroad-service as in operation on the 30th of June, 1872—Continued.*

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
TENNESSEE—Continued.									
10004	{ Nashville to Chattanooga } { Branch Watrice Depot to Shelbyville }	Nashville and Chattanooga.	114 30	Miles.	13 20	Dollars. 25,220 00	Dollars. 130 00 200 00	{ }	
10005	Farr testville to Decherd.	Memphis and Charleston.	40		6	1,600 00	40 00		
10006	Nashville to Decatur, Ala.	Nashville and Decatur.	124		6	9,175 00	75 00		
10007	Nashville to Hickman, Ky.	Nashville and Chattanooga.	170		6	12,750 00	75 00		
10008	Nashville to Guthrie, Ky.	Edgelfield and Kentucky.	48		7	4,320 00	90 00		
10009	Guthrie, Ky., to Paris, Tenn.	Memphis, Clarksville and Louisville.	82.50		7	8,250 00	100 00		
10010	Memphis to Paris.	Memphis and Ohio.	132.50		6	19,875 70	150 00		
10011	Knoxville to Coal Creek.	Knoxville and Kentucky.	31.50		6	721 00	22 88		
10012	Morrisdown to River Side.	Cincinnati, Cumberland Gap and Charleston.	39.80		6	995 00	25 00		
10014	Tracy City to Cowan.	Tennessee Coal and Railroad Company.	23		6	690 00	30 00		
10005	Jasper to Bridgeport, Ala.	Nashville and Chattanooga.	12		6	360 00	30 00		
10121	Nashville to Lebanon.	Tennessee and Pacific.	31		12	1,530 00	50 00		
10137	Tullahoma to McMinnville.	McMinnville and Manchester.	35		7	1,750 00	50 00		
				1,214.83			145,303 50		
KENTUCKY.									
9605	Ashland to Coalton.	Lexington and Big Sandy.	11		6	325 00	29 54		
9606	Covington to Nicholasville.	Kentucky Central.	60		12	10,530 00	100 00	{ }	
9607	La Grange to Lexington.	Louisville, Cincinnati and Lexington.	67		12	6,700 00	50 00		
9607a	Covington to Louisville.	do.	104.95		12	16,927 50	150 00		
9608	Louisville to Nashville, Tenn.	Louisville and Nashville.	146.60		12	32,655 00	175 00		
9609	Union to Bardonia.	do.	17.30		6	540 00	31 21		
9610	{ Lebanon Junction to Fish Point } { Branch Richmond Junction to Fish Point }	do.	{ 100.00 33.40 }		{ 6 6 }	{ 7,185 00 7,650 00 }	{ 50 00 50 00 }		
9611	Bowling Green to Guthrie.	do.	51		13	7,650 00	150 00		
9612	Paducah to Troy Station, Tenn.	Paducah and Gulf.	62		6	3,110 00	50 00		

NO.	PLACE TO WHICH, &c.	NAME OF COMPANY, &c.	110 00	7	8, 1000 50	75 00
9215	Elizabethtown to Eddyville	Elizabethtown and Eddyville	131 50	6	8, 000 00	40 00
9204	Anchorage to Shelby	Shelby	18	6	600 00	33 33
9204	Greensboro to Greensboro	Greensboro	23 75	6	500 00	31 05
9202	Owensboro to Lexington	Owensboro and Lexington	21 41	6	642 30	30 00
9203	Mayville to Paris	Mayville and Lexington	50	12	2, 500 00	50 00
			1, 134 17		103, 544 30	
OHIO.						
9001	Bellaire to Columbus	Central	137 875	14	27, 575 00	270 00
9002	Pittsburgh to Chicago	Pittsburgh, Fort Wayne and Chicago	469 50	12	93, 900 00	200 00
9003	Pittsburgh to Bellaire	Cleveland and Pittsburgh	94 50	18	11, 812 50	125 00
9004	Erie to Cleveland	Lake Shore and Michigan Southern	98	13	36, 000 00	375 00
9005	Hudson to Millersburg	Cleveland, Zanesville and Cincinnati	62	6	3, 100 00	50 00
9006	Cleveland to Sharon	Atlantic and Great Western	50	6	5, 300 00	75 00
9007	Cleveland to Wellsville	Cleveland and Pittsburgh	56 50	12	15, 225 00	150 00
9008	Elvira to Sandusky	Lake Shore	35 75	6	1, 757 50	50 00
9009	Boyard to New Philadelphia	Cleveland and Pittsburgh	32	6	1, 372 00	41 87
9010	Owens Mills to Carrollton	Carrollton and Owens	12	6	500 00	41 66
9011	Sandusky to Newark	Baltimore and Ohio, Lehigh Valley, Sandusky, Mansfield and Newark	116	6	8, 700 00	75 00
9012	Xenia to Dayton	Pittsburgh, Cincinnati and Saint Louis	17	12	2, 975 00	175 00
9013	Dayton to Sandusky	Cincinnati, Sandusky and Cleveland	156	12	19, 500 00	125 00
9014	Springfield to Delaware	Cleveland, Columbus and Cincinnati	50	6	2, 143 00	42 86
9015	Columbus to Cleveland	Cleveland, Columbus, Cincinnati and Indianapolis	138	24	24, 150 00	175 00
9016	Columbus to Xenia	Columbus and Xenia	55	13	12, 375 00	225 00
9017	Columbus to Indianapolis	Columbus, Chicago and Indiana Central	188	12	37, 600 00	200 00
9018	Gallion to Indianapolis	Cleveland, Columbus, Cincinnati and Indianapolis	204	12	35, 700 00	175 00
9019	Blanchester to Hillsborough	Marionetta and Cincinnati	21	6	767 00	37 48
9020	Portsmouth to Reed's Mills	do	56	6	2, 800 00	50 00
9021	Toledo to Cleveland	Lake Shore and Michigan Southern	114	12	42, 750 00	375 00
9022	Toledo to Quincy, with branches from Bluff City to Naples and Clayton to Keokuk	Toledo, Wabash and Western	524	12	78, 600 00	150 00
9024	Fremont to Findlay	Lake Erie and Lodiaville	37	6	1, 480 00	40 00
9025	Carey to Findlay	Cincinnati, Sandusky and Cleveland	16	12	800 00	50 00
9026	Dayton to Union City	Dayton and Union	48	6	3, 600 00	75 00

B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
Ohio—Continued.									
9027	Dayton to Toledo.	Dayton and Michigan.	149	Miles.	12	14,900 00	Dollars.	100 00	
9028	Hamilton to Indianapolis.	Cincinnati and Indianapolis Junction.	99.01		6	4,950 50		50 00	
9029	Hamilton to Richmond.	Cincinnati, Richmond and Chicago.	48		6	3,600 00		75 00	
9030	Cincinnati to Dayton.	Cincinnati, Hamilton and Dayton.	35		12	8,750 00		125 00	
9031	Cincinnati to Springfield.	Little Miami.	65		13	16,325 00		925 00	
9032	Cincinnati to Parkersburg.	Marietta and Cincinnati.	10		6	30,000 00		100 00	
9033	Morrow to Zanesville.	Cincinnati and Zanesville.	906		6	9,967 50		150 00	
9034	Dayton to Richmond.	Pittsburgh, Cincinnati and Saint Louis.	182.90		6	7,350 00		175 00	
9035	Valley Junction to Hagerstown.	White Water Valley.	60.10		6	8,712 50		195 00	
9036	Columbus to Pittsburgh.	Pittsburgh, Cincinnati and Saint Louis.	160		12	32,400 00		300 00	
9037	Springfield to London.	Cincinnati, Sandusky and Cleveland.	50		6	1,000 00		50 00	
9038	Salamanca to Dayton.	Atlantic and Great Western.	61.50		12	30,650 00		100 00	
9039	Youngstown to Cross Cut.	Pittsburgh, Fort Wayne and Chicago.	326		12	1,040 00		75 00	
9040	Columbina to Athens.	Columbina and Hocking Valley.	77.50		12	4,725 00		50 00	Includes \$200 per annum for mail-messenger service.
9041	Niles to New Lisbon.	Niles and New Lisbon.	13		12	1,657 00		50 00	
9042	Neark to Somerset.	Baltimore and Ohio, lessees of Newark, Somerset and Stralville.	33.14		6	1,253 50		50 00	
9043	Clinton to Massillon.	Cleveland, Mount Vernon and Delaware.	34.67		12	548 00		40 00	
9044	Marietta to Caldwell.	Delaware.	13.70		6	1,050 00		30 00	
9045	Rawsonville to Guilford.	Marietta and Pittsburgh Lake Shore and Tuscarawas Valley.	35		6	1,170 00		50 00	Pay estimated.
			23.40	4,568.44			651,611 00		

REPORT OF THE POSTMASTER-GENERAL.

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Year	Location	Number of men	Pay per annum for aid-service.	Includes \$600 per annum for aid-service.
1901	Indianapolis to Vincennes	116	39	4,539 49
1902	Indianapolis to Evansville	21	00	900 00
1903	Indianapolis to Cincinnati and La Fayette	113	30	17,025 00
1904	Indianapolis to Peru	54	00	130 00
1905	Indianapolis to La Fayette	24	00	75 00
1906	Columbus to Madison	65	625	150 00
1907	New Albany to Indianapolis	46	00	50 00
1908	New Albany to Michigan City	114	00	150 00
1909	Richmond to Chicago	61	00	100 00
1910	Cincinnati to East Saint Louis, Ill.	297	00	100 00
1911	Cambridge City to Columbus	323	50	150 00
1912	Evansville to Rockville	341	00	200 00
1913	State Line to Logansport	68	00	40 00
1914	Peru to La Porte	110	00	85 00
1915	Fairland to Martinsville	23	00	50 00
1916	Bradford to Logansport	61	00	50 00
1917	Indianapolis to Pekin	73	00	50 00
1918	Jeffersonville to North Vernon	38	50	45 00
1919	Fort Wayne to Connersville	109	00	50 00
1920	Richmond to Fort Wayne	91	50	50 00
1921	Wabash to Goshen	61	00	50 00
1922	Princeton to Mount Carmel	10	85	30 00
1923	Terre Haute to Danville	56	60	50 00
1924	Indianapolis to Terre Haute	73	00	150 00
1925	La Porte to Michigan City	12	36	50 00
1926	Auburn to Roann	55	00	50 00
1927	Rockville to Frankfort	55	80	50 00
	Southwestern	2,733	95	277,047 55

REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	ILLINOIS.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
11401	Chicago to Milwaukee, Wis.	Chicago and Northwestern.	87	.....	18	15, 225 00	.....	175 00	
11402	Chicago to Freeport.	do.	92 50	.....	19	18, 150 00	.....	150 00	
11403	Chicago to Council Bluffs, Iowa.	do.	98 50	.....	19	.....	.....	150 00	
11404	Chicago to Davenport, Iowa.	do.	94	.....	24	98, 000 00	.....	200 00	
		Chicago, Rock Island and Pacific.	392	.....	18	.....	.....	200 00	
			183	.....	13	38, 600 00	.....	200 00	
11405	{ Chicago to Burlington, Iowa. } { Branch to Turner. } { Branch to Keithsburg. }	Chicago, Burlington and Quincy.	{ 207 70 13 66 25 }	.....	{ 18 6 6 }	70, 502 50	.....	{ 200 00 50 00 50 00 }	\$25,000 of this sum is for Sunday service covering Iowa route No. 11003 Burlington to East Plattsmouth.
11406	Chicago to East Saint Louis.	Chicago and Alton.	283	.....	12	58, 600 00	.....	200 00	
11407	Chicago to Cairo.	Illinois Central.	{ 253 119 }	.....	{ 12 12 }	42, 100 00	.....	{ 100 00 200 00 }	
11408	Elgin to Geneva, Wis.	Chicago and Northwestern.	14	.....	6	9, 200 00	.....	50 00	
11409	{ Bushville to Yates City. } { Branch, Elmwood to Buda. }	Chicago, Burlington and Quincy.	{ 63 75 41 50 }	.....	{ 6 6 }	3, 127 50	.....	50 00	
11410	Courland Station to Sycamore.	Sycamore and Courtland.	5	.....	12	2, 225 00	.....	50 00	Pay estimated.
			4	.....	12	400 00	.....	50 00	Includes \$150 per annum for mail-messenger service.
11411	State Line to Warsaw.	Toledo, Peoria and Warsaw.	117 75	.....	6	14, 880 00	.....	60 00	Includes \$600 per annum for ferrage.
11412	Bureau Junction to Peoria.	Chicago, Rock Island and Pacific.	111	.....	6	3, 325 00	.....	65 00	
11413	Joint to Lake Station.	Michigan Central.	47	.....	6	.....	.....	72 00	
11414	Peoria to Jacksonville.	Peoria, Pekin and Jacksonville.	57 40	.....	6	4, 370 00	.....	25 00	
11415	Peoria to Galeaburgh.	Chicago, Burlington and Quincy.	48	.....	6	2, 800 00	.....	50 00	
			6	.....	12	.....	.....	50 00	Includes \$100 per annum for 6 additional trips a week between Knoxville and Galeaburgh, 6 miles.
11416	Bloomington to Godfrey.	Chicago and Alton.	132	.....	12	15, 200 00	.....	100 00	
11417	Galesburg to Quincy.	Chicago, Burlington and Quincy.	100	.....	18	15, 000 00	.....	150 00	
11418	Dubuque to Centralia.	Illinois Central.	344	.....	12	34, 400 00	.....	100 00	
11419	Terre Haute to East Saint Louis.	Indianapolis and Saint Louis.	189	.....	12	40, 635 00	.....	215 00	
11421	Cardendale to Grand Tower.	Grand Tower Mining, Manufacturing and Transportation Co.	25	.....	12	1, 000 00	.....	40 00	
11422	East Saint Louis to Duquoin.	Saint Louis, Alton and Terre Haute.	70 80	.....	12	7, 080 00	.....	100 00	
11424	{ Washington to Dwight } { Branch, Varna to Lacon. }	Chicago and Alton.	{ 46 21 10 60 }	.....	{ 12 12 }	3, 540 50	.....	{ 50 00 50 00 }	

11487	Rock Island and Evansville, with branch from McLeansborough to Shawneetown.	11488	Streator to Monrovia.	11489	Shawneetown.	11490	Streator to Monrovia.	11491	Mendota to Prophetstown.	11492	Hannibal to Naples, with branch Mayville to Pittsfield.	11493	Roadhouse to Mexico, Mo.	11494	Streator to Fairbury.	11495	Mattoon to Dalton City.	11496	Springfield to Gilman.	11497	Carbondale to Marion.	11498	Jacksonville to Virden.	11499	Urbana to Monticello.	11500	Chester to Tamaroa.	11501	Amboy to Rock Falls.	11502	Paris to Arcola.	11503	Petersburgh to Havana.	11504	MICHIGAN.	11505	Toledo, Ohio, to Chicago, Ill.	11506	Toledo, Ohio, to Elkhart, Ind.	11507	Toledo, Ohio, to Detroit, Mich.	11508	Monroe to Adrian.	11509	Adrian to Jackson.	11510	White Pigeon to Kalamazoo.	11511	Detroit to Chicago, Ill.	11512	Detroit to Grand Haven.	11513	Detroit to Port Huron.	11514	Jackson to Fort Wayne, Ind.	11515	Jackson to Standish.	11516	Jackson to Grand Rapids.	11517	Jackson to Lansing and Saginaw.	11518	Jackson to Grand Rapids.	11519	Jackson to Lansing and Saginaw.	11520	Jackson to Grand Rapids.	11521	Jackson to Lansing and Saginaw.	11522	Jackson to Grand Rapids.	11523	Jackson to Lansing and Saginaw.	11524	Jackson to Grand Rapids.	11525	Jackson to Lansing and Saginaw.	11526	Jackson to Grand Rapids.	11527	Jackson to Lansing and Saginaw.	11528	Jackson to Grand Rapids.	11529	Jackson to Lansing and Saginaw.	11530	Jackson to Grand Rapids.	11531	Jackson to Lansing and Saginaw.	11532	Jackson to Grand Rapids.	11533	Jackson to Lansing and Saginaw.	11534	Jackson to Grand Rapids.	11535	Jackson to Lansing and Saginaw.	11536	Jackson to Grand Rapids.	11537	Jackson to Lansing and Saginaw.	11538	Jackson to Grand Rapids.	11539	Jackson to Lansing and Saginaw.	11540	Jackson to Grand Rapids.	11541	Jackson to Lansing and Saginaw.	11542	Jackson to Grand Rapids.	11543	Jackson to Lansing and Saginaw.	11544	Jackson to Grand Rapids.	11545	Jackson to Lansing and Saginaw.	11546	Jackson to Grand Rapids.	11547	Jackson to Lansing and Saginaw.	11548	Jackson to Grand Rapids.	11549	Jackson to Lansing and Saginaw.	11550	Jackson to Grand Rapids.	11551	Jackson to Lansing and Saginaw.	11552	Jackson to Grand Rapids.	11553	Jackson to Lansing and Saginaw.	11554	Jackson to Grand Rapids.	11555	Jackson to Lansing and Saginaw.	11556	Jackson to Grand Rapids.	11557	Jackson to Lansing and Saginaw.	11558	Jackson to Grand Rapids.	11559	Jackson to Lansing and Saginaw.	11560	Jackson to Grand Rapids.	11561	Jackson to Lansing and Saginaw.	11562	Jackson to Grand Rapids.	11563	Jackson to Lansing and Saginaw.	11564	Jackson to Grand Rapids.	11565	Jackson to Lansing and Saginaw.	11566	Jackson to Grand Rapids.	11567	Jackson to Lansing and Saginaw.	11568	Jackson to Grand Rapids.	11569	Jackson to Lansing and Saginaw.	11570	Jackson to Grand Rapids.	11571	Jackson to Lansing and Saginaw.	11572	Jackson to Grand Rapids.	11573	Jackson to Lansing and Saginaw.	11574	Jackson to Grand Rapids.	11575	Jackson to Lansing and Saginaw.	11576	Jackson to Grand Rapids.	11577	Jackson to Lansing and Saginaw.	11578	Jackson to Grand Rapids.	11579	Jackson to Lansing and Saginaw.	11580	Jackson to Grand Rapids.	11581	Jackson to Lansing and Saginaw.	11582	Jackson to Grand Rapids.	11583	Jackson to Lansing and Saginaw.	11584	Jackson to Grand Rapids.	11585	Jackson to Lansing and Saginaw.	11586	Jackson to Grand Rapids.	11587	Jackson to Lansing and Saginaw.	11588	Jackson to Grand Rapids.	11589	Jackson to Lansing and Saginaw.	11590	Jackson to Grand Rapids.	11591	Jackson to Lansing and Saginaw.	11592	Jackson to Grand Rapids.	11593	Jackson to Lansing and Saginaw.	11594	Jackson to Grand Rapids.	11595	Jackson to Lansing and Saginaw.	11596	Jackson to Grand Rapids.	11597	Jackson to Lansing and Saginaw.	11598	Jackson to Grand Rapids.	11599	Jackson to Lansing and Saginaw.	11600	Jackson to Grand Rapids.	11601	Jackson to Lansing and Saginaw.	11602	Jackson to Grand Rapids.	11603	Jackson to Lansing and Saginaw.	11604	Jackson to Grand Rapids.	11605	Jackson to Lansing and Saginaw.	11606	Jackson to Grand Rapids.	11607	Jackson to Lansing and Saginaw.	11608	Jackson to Grand Rapids.	11609	Jackson to Lansing and Saginaw.	11610	Jackson to Grand Rapids.	11611	Jackson to Lansing and Saginaw.	11612	Jackson to Grand Rapids.	11613	Jackson to Lansing and Saginaw.	11614	Jackson to Grand Rapids.	11615	Jackson to Lansing and Saginaw.	11616	Jackson to Grand Rapids.	11617	Jackson to Lansing and Saginaw.	11618	Jackson to Grand Rapids.	11619	Jackson to Lansing and Saginaw.	11620	Jackson to Grand Rapids.	11621	Jackson to Lansing and Saginaw.	11622	Jackson to Grand Rapids.	11623	Jackson to Lansing and Saginaw.	11624	Jackson to Grand Rapids.	11625	Jackson to Lansing and Saginaw.	11626	Jackson to Grand Rapids.	11627	Jackson to Lansing and Saginaw.	11628	Jackson to Grand Rapids.	11629	Jackson to Lansing and Saginaw.	11630	Jackson to Grand Rapids.	11631	Jackson to Lansing and Saginaw.	11632	Jackson to Grand Rapids.	11633	Jackson to Lansing and Saginaw.	11634	Jackson to Grand Rapids.	11635	Jackson to Lansing and Saginaw.	11636	Jackson to Grand Rapids.	11637	Jackson to Lansing and Saginaw.	11638	Jackson to Grand Rapids.	11639	Jackson to Lansing and Saginaw.	11640	Jackson to Grand Rapids.	11641	Jackson to Lansing and Saginaw.	11642	Jackson to Grand Rapids.	11643	Jackson to Lansing and Saginaw.	11644	Jackson to Grand Rapids.	11645	Jackson to Lansing and Saginaw.	11646	Jackson to Grand Rapids.	11647	Jackson to Lansing and Saginaw.	11648	Jackson to Grand Rapids.	11649	Jackson to Lansing and Saginaw.	11650	Jackson to Grand Rapids.	11651	Jackson to Lansing and Saginaw.	11652	Jackson to Grand Rapids.	11653	Jackson to Lansing and Saginaw.	11654	Jackson to Grand Rapids.	11655	Jackson to Lansing and Saginaw.	11656	Jackson to Grand Rapids.	11657	Jackson to Lansing and Saginaw.	11658	Jackson to Grand Rapids.	11659	Jackson to Lansing and Saginaw.	11660	Jackson to Grand Rapids.	11661	Jackson to Lansing and Saginaw.	11662	Jackson to Grand Rapids.	11663	Jackson to Lansing and Saginaw.	11664	Jackson to Grand Rapids.	11665	Jackson to Lansing and Saginaw.	11666	Jackson to Grand Rapids.	11667	Jackson to Lansing and Saginaw.	11668	Jackson to Grand Rapids.	11669	Jackson to Lansing and Saginaw.	11670	Jackson to Grand Rapids.	11671	Jackson to Lansing and Saginaw.	11672	Jackson to Grand Rapids.	11673	Jackson to Lansing and Saginaw.	11674	Jackson to Grand Rapids.	11675	Jackson to Lansing and Saginaw.	11676	Jackson to Grand Rapids.	11677	Jackson to Lansing and Saginaw.	11678	Jackson to Grand Rapids.	11679	Jackson to Lansing and Saginaw.	11680	Jackson to Grand Rapids.	11681	Jackson to Lansing and Saginaw.	11682	Jackson to Grand Rapids.	11683	Jackson to Lansing and Saginaw.	11684	Jackson to Grand Rapids.	11685	Jackson to Lansing and Saginaw.	11686	Jackson to Grand Rapids.	11687	Jackson to Lansing and Saginaw.	11688	Jackson to Grand Rapids.	11689	Jackson to Lansing and Saginaw.	11690	Jackson to Grand Rapids.	11691	Jackson to Lansing and Saginaw.	11692	Jackson to Grand Rapids.	11693	Jackson to Lansing and Saginaw.	11694	Jackson to Grand Rapids.	11695	Jackson to Lansing and Saginaw.	11696	Jackson to Grand Rapids.	11697	Jackson to Lansing and Saginaw.	11698	Jackson to Grand Rapids.	11699	Jackson to Lansing and Saginaw.	11700	Jackson to Grand Rapids.	11701	Jackson to Lansing and Saginaw.	11702	Jackson to Grand Rapids.	11703	Jackson to Lansing and Saginaw.	11704	Jackson to Grand Rapids.	11705	Jackson to Lansing and Saginaw.	11706	Jackson to Grand Rapids.	11707	Jackson to Lansing and Saginaw.	11708	Jackson to Grand Rapids.	11709	Jackson to Lansing and Saginaw.	11710	Jackson to Grand Rapids.	11711	Jackson to Lansing and Saginaw.	11712	Jackson to Grand Rapids.	11713	Jackson to Lansing and Saginaw.	11714	Jackson to Grand Rapids.	11715	Jackson to Lansing and Saginaw.	11716	Jackson to Grand Rapids.	11717	Jackson to Lansing and Saginaw.	11718	Jackson to Grand Rapids.	11719	Jackson to Lansing and Saginaw.	11720	Jackson to Grand Rapids.	11721	Jackson to Lansing and Saginaw.	11722	Jackson to Grand Rapids.	11723	Jackson to Lansing and Saginaw.	11724	Jackson to Grand Rapids.	11725	Jackson to Lansing and Saginaw.	11726	Jackson to Grand Rapids.	11727	Jackson to Lansing and Saginaw.	11728	Jackson to Grand Rapids.	11729	Jackson to Lansing and Saginaw.	11730	Jackson to Grand Rapids.	11731	Jackson to Lansing and Saginaw.	11732	Jackson to Grand Rapids.	11733	Jackson to Lansing and Saginaw.	11734	Jackson to Grand Rapids.	11735	Jackson to Lansing and Saginaw.	11736	Jackson to Grand Rapids.	11737	Jackson to Lansing and Saginaw.	11738	Jackson to Grand Rapids.	11739	Jackson to Lansing and Saginaw.	11740	Jackson to Grand Rapids.	11741	Jackson to Lansing and Saginaw.	11742	Jackson to Grand Rapids.	11743	Jackson to Lansing and Saginaw.	11744	Jackson to Grand Rapids.	11745	Jackson to Lansing and Saginaw.	11746	Jackson to Grand Rapids.	11747	Jackson to Lansing and Saginaw.	11748	Jackson to Grand Rapids.	11749	Jackson to Lansing and Saginaw.	11750	Jackson to Grand Rapids.	11751	Jackson to Lansing and Saginaw.	11752	Jackson to Grand Rapids.	11753	Jackson to Lansing and Saginaw.	11754	Jackson to Grand Rapids.	11755	Jackson to Lansing and Saginaw.	11756	Jackson to Grand Rapids.	11757	Jackson to Lansing and Saginaw.	11758	Jackson to Grand Rapids.	11759	Jackson to Lansing and Saginaw.	11760	Jackson to Grand Rapids.	11761	Jackson to Lansing and Saginaw.	11762	Jackson to Grand Rapids.	11763	Jackson to Lansing and Saginaw.	11764	Jackson to Grand Rapids.	11765	Jackson to Lansing and Saginaw.	11766	Jackson to Grand Rapids.	11767	Jackson to Lansing and Saginaw.	11768	Jackson to Grand Rapids.	11769	Jackson to Lansing and Saginaw.	11770	Jackson to Grand Rapids.	11771	Jackson to Lansing and Saginaw.	11772	Jackson to Grand Rapids.	11773	Jackson to Lansing and Saginaw.	11774	Jackson to Grand Rapids.	11775	Jackson to Lansing and Saginaw.	11776	Jackson to Grand Rapids.	11777	Jackson to Lansing and Saginaw.	11778	Jackson to Grand Rapids.	11779	Jackson to Lansing and Saginaw.	11780	Jackson to Grand Rapids.	11781	Jackson to Lansing and Saginaw.	11782	Jackson to Grand Rapids.	11783	Jackson to Lansing and Saginaw.	11784	Jackson to Grand Rapids.	11785	Jackson to Lansing and Saginaw.	11786	Jackson to Grand Rapids.	11787	Jackson to Lansing and Saginaw.	11788	Jackson to Grand Rapids.	11789	Jackson to Lansing and Saginaw.	11790	Jackson to Grand Rapids.	11791	Jackson to Lansing and Saginaw.	11792	Jackson to Grand Rapids.	11793	Jackson to Lansing and Saginaw.	11794	Jackson to Grand Rapids.	11795	Jackson to Lansing and Saginaw.	11796	Jackson to Grand Rapids.	11797	Jackson to Lansing and Saginaw.	11798	Jackson to Grand Rapids.	11799	Jackson to Lansing and Saginaw.	11800	Jackson to Grand Rapids.	11801	Jackson to Lansing and Saginaw.	11802	Jackson to Grand Rapids.	11803	Jackson to Lansing and Saginaw.	11804	Jackson to Grand Rapids.	11805	Jackson to Lansing and Saginaw.	11806	Jackson to Grand Rapids.	11807	Jackson to Lansing and Saginaw.	11808	Jackson to Grand Rapids.	11809	Jackson to Lansing and Saginaw.	11810	Jackson to Grand Rapids.	11811	Jackson to Lansing and Saginaw.	11812	Jackson to Grand Rapids.	11813	Jackson to Lansing and Saginaw.	11814	Jackson to Grand Rapids.	11815	Jackson to Lansing and Saginaw.	11816	Jackson to Grand Rapids.	11817	Jackson to Lansing and Saginaw.	11818	Jackson to Grand Rapids.	11819	Jackson to Lansing and Saginaw.	11820	Jackson to Grand Rapids.	11821	Jackson to Lansing and Saginaw.	11822	Jackson to Grand Rapids.	11823	Jackson to Lansing and Saginaw.	11824	Jackson to Grand Rapids.	11825	Jackson to Lansing and Saginaw.	11826	Jackson to Grand Rapids.	11827	Jackson to Lansing and Saginaw.	11828	Jackson to Grand Rapids.	11829	Jackson to Lansing and Saginaw.	11830	Jackson to Grand Rapids.	11831	Jackson to Lansing and Saginaw.	11832	Jackson to Grand Rapids.	11833	Jackson to Lansing and Saginaw.	11834	Jackson to Grand Rapids.	11835	Jackson to Lansing and Saginaw.	11836	Jackson 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Lansing and Saginaw.	11866	Jackson to Grand Rapids.	11867	Jackson to Lansing and Saginaw.	11868	Jackson to Grand Rapids.	11869	Jackson to Lansing and Saginaw.	11870	Jackson to Grand Rapids.	11871	Jackson to Lansing and Saginaw.	11872	Jackson to Grand Rapids.	11873	Jackson to Lansing and Saginaw.	11874	Jackson to Grand Rapids.	11875	Jackson to Lansing and Saginaw.	11876	Jackson to Grand Rapids.	11877	Jackson to Lansing and Saginaw.	11878	Jackson to Grand Rapids.	11879	Jackson to Lansing and Saginaw.	11880	Jackson to Grand Rapids.	11881	Jackson to Lansing and Saginaw.	11882	Jackson to Grand Rapids.	11883	Jackson to Lansing and Saginaw.	11884	Jackson to Grand Rapids.	11885	Jackson to Lansing and Saginaw.	11886	Jackson to Grand Rapids.	11887	Jackson to Lansing and Saginaw.	11888	Jackson to Grand Rapids.	11889	Jackson to Lansing and Saginaw.	11890	Jackson to Grand Rapids.	11891	Jackson to Lansing and Saginaw.	11892	Jackson to Grand Rapids.	11893	Jackson to Lansing and Saginaw.	11894	Jackson to Grand Rapids.	11895	Jackson to Lansing and Saginaw.	11896	Jackson to Grand Rapids.	11897	Jackson to Lansing and Saginaw.	11898	Jackson to Grand Rapids.	11899	Jackson to Lansing and Saginaw.	11900	Jackson to Grand Rapids.	11901	Jackson to Lansing and Saginaw.	11902	Jackson to Grand Rapids.	11903	Jackson to Lansing and Saginaw.	11904	Jackson to Grand Rapids.	11905	Jackson to Lansing and Saginaw.	11906	Jackson to Grand Rapids.	11907	Jackson to Lansing and Saginaw.	11908	Jackson to Grand Rapids.	11909	Jackson to Lansing and Saginaw.	11910	Jackson to Grand Rapids.	11911	Jackson to Lansing and Saginaw.	11912	Jackson to Grand Rapids.	11913	Jackson to Lansing and Saginaw.	11914	Jackson to Grand Rapids.	11915	Jackson to Lansing and Saginaw.	11916	Jackson to Grand Rapids.	11917	Jackson to Lansing and Saginaw.	11918	Jackson to Grand Rapids.	11919	Jackson to Lansing and Saginaw.	11920	Jackson to Grand Rapids.	11921	Jackson to Lansing and Saginaw.	11922	Jackson to Grand Rapids.	11923	Jackson to Lansing and Saginaw.	11924	Jackson to Grand Rapids.	11925	Jackson to Lansing and Saginaw.	11926	Jackson to Grand Rapids.	11927	Jackson to Lansing and Saginaw.	11928	Jackson to Grand Rapids.	11929	Jackson to Lansing and Saginaw.	11930	Jackson to Grand Rapids.	11931	Jackson to Lansing and Saginaw.	11932	Jackson to Grand Rapids.	11933	Jackson to Lansing and Saginaw.	11934	Jackson to Grand Rapids.	11935	Jackson to Lansing and Saginaw.	11936	Jackson to Grand Rapids.	11937	Jackson to Lansing and Saginaw.	11938	Jackson to Grand Rapids.	11939	Jackson to Lansing and Saginaw.	11940	Jackson to Grand Rapids.	11941	Jackson to Lansing and Saginaw.	11942	Jackson to Grand Rapids.	11943	Jackson to Lansing and Saginaw.	11944	Jackson to Grand Rapids.	11945	Jackson to Lansing and Saginaw.	11946	Jackson to Grand Rapids.	11947	Jackson to Lansing and Saginaw.	11948	Jackson to Grand Rapids.	11949	Jackson to Lansing and Saginaw.	11950	Jackson to Grand Rapids.	11951	Jackson to Lansing and Saginaw.	11952	Jackson to Grand Rapids.	11953	Jackson to Lansing and Saginaw.	11954	Jackson to Grand Rapids.	11955	Jackson to Lansing and Saginaw.	11956	Jackson to Grand Rapids.	11957	Jackson to Lansing and Saginaw.	11958	Jackson to Grand Rapids.	11959	Jackson to Lansing and Saginaw.	11960	Jackson to Grand Rapids.	11961	Jackson to Lansing and Saginaw.	11962	Jackson to Grand Rapids.	11963	Jackson to Lansing and Saginaw.	11964	Jackson to Grand Rapids.	11965	Jackson to Lansing and Saginaw.	11966	Jackson to Grand Rapids.	11967	Jackson to Lansing and Saginaw.	11968	Jackson to Grand Rapids.	11969	Jackson to Lansing and Saginaw.	11970	Jackson to Grand Rapids.	11971	Jackson to Lansing and Saginaw.	11972	Jackson to Grand Rapids.	11973	Jackson to Lansing and Saginaw.	11974	Jackson to Grand Rapids.	11975	Jackson to Lansing and Saginaw.	11976	Jackson to Grand Rapids.	11977	Jackson to Lansing and Saginaw.	11978	Jackson to Grand Rapids.	11979	Jackson to Lansing and Saginaw.	11980	Jackson to Grand Rapids.	11981	Jackson to Lansing and Saginaw.	11982	Jackson to Grand Rapids.	11983	Jackson to Lansing and Saginaw.	11984	Jackson to Grand Rapids.	11985	Jackson to Lansing and Saginaw.	11986	Jackson to Grand Rapids.	11987	Jackson to Lansing and Saginaw.	11988	Jackson to Grand Rapids.	11989	Jackson to Lansing and Saginaw.	11990	Jackson to Grand Rapids.	11991	Jackson to Lansing and Saginaw.	11992	Jackson to Grand Rapids.	11993	Jackson to Lansing and Saginaw.	11994	Jackson to Grand Rapids.	11995	Jackson to Lansing and Saginaw.	11996	Jackson to Grand Rapids.	11997	Jackson to Lansing and Saginaw.	11998	Jackson to Grand Rapids.	11999	Jackson to Lansing and Saginaw.	12000	Jackson to Grand Rapids.	12001	Jackson to Lansing and Saginaw.	12002	Jackson to Grand Rapids.	12003	Jackson to Lansing and Saginaw.	12004	Jackson to Grand Rapids.	12005	Jackson to Lansing and Saginaw.	12006	Jackson to Grand Rapids.	12007	Jackson to Lansing and Saginaw.	12008	Jackson to Grand Rapids.	12009	Jackson to Lansing and Saginaw.	12010	Jackson to Grand Rapids.	12011	Jackson to Lansing and Saginaw.	12012	Jackson to Grand Rapids.	12013	Jackson to Lansing and Saginaw.	12014	Jackson to Grand Rapids.	12015	Jackson to Lansing and Saginaw.	12016	Jackson to Grand Rapids.	12017	Jackson to Lansing and Saginaw.	12018	Jackson to Grand Rapids.	12019	Jackson to Lansing and Saginaw.	12020	Jackson to Grand Rapids.	12021	Jackson to Lansing and Saginaw.	12022	Jackson to Grand Rapids.	12023	Jackson to Lansing and Saginaw.	12024	Jackson to Grand Rapids.	12025	Jackson to Lansing and Saginaw.	12026	Jackson to Grand Rapids.	12027	Jackson to Lansing and Saginaw.	12028	Jackson to Grand Rapids.	12029	Jackson to Lansing and Saginaw.	12030	Jackson to Grand Rapids.	12031	Jackson to Lansing and Saginaw.	12032	Jackson to Grand Rapids.	12033	Jackson to Lansing and Saginaw.	12034	Jackson to Grand Rapids.	12035	Jackson to Lansing and Saginaw.	12036	Jackson to Grand Rapids.	12037	Jackson to Lansing and Saginaw.	12038	Jackson to Grand Rapids.	12039	Jackson to Lansing and Saginaw.	12040	Jackson to Grand Rapids.	12041	Jackson to Lansing and Saginaw.	12042	Jackson to Grand Rapids.	12043	Jackson to Lansing and Saginaw.	12044	Jackson to Grand Rapids.	12045	Jackson to Lansing and Saginaw.	12046	Jackson to Grand Rapids.	12047	Jackson to Lansing and Saginaw.	12048	Jackson to Grand Rapids.	12049	Jackson to Lansing and Saginaw.	12050	Jackson to Grand Rapids.	12051	Jackson to Lansing and Saginaw.	12052	Jackson to Grand Rapids.	12053	Jackson to Lansing and Saginaw.	12054	Jackson to Grand Rapids.	12055	Jackson to Lansing and Saginaw.	12056	Jackson to Grand Rapids.	12057	Jackson to Lansing and Saginaw.	12058	Jackson to Grand Rapids.	12059	Jackson to Lansing and Saginaw.	12060	Jackson to Grand Rapids.	12061	Jackson to Lansing and Saginaw.	12062	Jackson to Grand Rapids.	12063	Jackson to Lansing and Saginaw.	12064	Jackson to Grand Rapids.	12065	Jackson to Lansing and Saginaw.	12066	Jackson to Grand Rapids.	12067	Jackson to Lansing and Saginaw.	12068	Jackson to Grand Rapids.	12069	Jackson to Lansing and Saginaw.	12070	Jackson to Grand Rapids.	12071	Jackson to Lansing and Saginaw.	12072	Jackson to Grand Rapids.	12073	Jackson to Lansing and Saginaw.	12074	Jackson to Grand Rapids.	12075	Jackson to Lansing and Saginaw.	12076	Jackson to Grand Rapids.	12077	Jackson to Lansing and Saginaw.	12078	Jackson to Grand Rapids.	12079	Jackson to Lansing and Saginaw.	12080	Jackson to Grand Rapids.	12081	Jackson to Lansing and Saginaw.	12082	Jackson to Grand Rapids.	12083	Jackson to Lansing and Saginaw.	12084	Jackson to Grand Rapids.	12085	Jackson to Lansing and Saginaw.	12086	Jackson to Grand Rapids.	12087	Jackson to Lansing and Saginaw.	12088	Jackson to Grand Rapids.	12089	Jackson to Lansing and Saginaw
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MICHIGAN.

B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
MICHIGAN—Continued.									
12512	Kalamazoo to Grand Rapids.	Lake Shore and Michigan Southern	56½	6	3,532 50	60 00	Pay estimated.
12513	Ridgeway to Romeo.	Michigan Air-Line.	14 60	.....	6	730 00	.....	50 00
12515	Bay City to Flint.	Flint and Pere Marquette.	46 35	.....	12	3,468 75	.....	75 00
12516	East Saginaw to Farwell.	do	56 47	.....	6	2,893 50	.....	50 00
12517	Detroit to Howard City.	Detroit, Lansing and Lake Michigan.	164	6	12,200 00	75 00	Pay estimated.
12518	Port Wayne to Chalm Lake.	Grand Rapids and Indiana.	239	.....	6	11,950 00	.....	50 00
12519	Kalamazoo to South Haven.	Michigan Central.	39 81	.....	6	1,990 50	.....	50 00
12520	Lansing to South Bend.	Penniman.	122 72	.....	12	6,136 00	.....	50 00
12521	{ New Buffalo to Pontwater. Branch, Holland to Grand Rapids }	Chicago and Michigan Lake Shore.	165 50	12	9,545 00	50 00	Pay estimated.
12522	Port Huron to Flint.	Michigan Lake Shore.	85	.....	6	4,200 00	.....	50 00
12523	Monticello to Muskegon.	Michigan Lake Shore.	68 75	.....	6	3,437 50	.....	50 00
12524	Nunica to Montague.	Michigan Lake Shore.	29	.....	6	1,450 00	.....	50 00
12525	Ypsilanti to Bankers.	Detroit, Hillsdale and Indiana.	65 40	6	2,616 00	40 00	Pay estimated.
12526	Jackson to Niles.	Michigan Central.	103	.....	6	5,150 00	.....	50 00
12527	Grand Rapids to Cassnovia.	Grand Rapids, Newaygo and Lake Shore.	22	.....	6	660 00	.....	30 00
12528	Niles to South Bend.	Michigan Central, (South Bend Division.)	12 80	.....	6	610 00	.....	50 00
12529	Jonesville to Albion.	Lake Shore and Michigan Southern, (Lansing Division.)	53 14	6	1,156 50	50 00	} May 1, to November 15, in each year.
12516	Esconawba to Negaunee	Chicago and Northwestern.	62 22	.....	6	4,666 50	.....	75 00
12547	Negaunee to Marquette.	Marquette and Ontonagon.	14	.....	6	1,050 00	.....	75 00
12549	Negaunee to Champion.	do	18	.....	6	900 00	.....	50 00
			2,871 17			267,430 16			
WISCONSIN.									
13001	Chicago, Ill., to Green Bay, Wis.	Chicago and Northwestern.	63	18	42,875 00	175 00	} May 1, to November 15, in each year.
13092	Kenosha to Rockford, Ill.	do	183	.....	12	.....	.....	175 00
13003	Racine to Port Byron, Ill.	Western Union.	73 60	.....	6	4,416 00	.....	60 00
13004	Milwaukee to North McGregor, Iowa.	Milwaukee and Saint Paul.	180 40	.....	12	9,020 00	.....	50 00
13005	Milwaukee to La Crosse.	do	197 20	12	29,560 00	150 00	}
13046	Milwaukee to Berlin.	do	198	.....	12	29,700 00	.....	150 00
13047	Milton Junction to Monroe.	do	94 90	.....	6	7,110 00	.....	75 00
13044	Watertown to Madison.	do	42 80	.....	6	9,110 00	.....	100 00
			38 45			3,845 00			

1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	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B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	MINNESOTA.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
13501	La Crosse, Wis., to Winnebago City, Minn.	Southern Minnesota.....	170.50		6	10,230 00		60 00	
13503	Winona, Minn. Saint Peter, with branch to Mankato.	Winona and Saint Peter.....	145.60		6	12,376 00		85 00	
13504	Minneapolis to North McGregor, Iowa.	Milwaukee and Saint Paul.....	215.70		12	32,355 00		150 00	
13505	Saint Paul to Worthington.....	Saint Paul and Sioux City.....	87.95		12	11,131 25		75 00	
13506	Saint Paul to Breckenridge.....	Saint Paul and Pacific.....	91.75		6	10,992 50		50 00	
13507	Saint Paul to Sauk Rapids.....	do.....	219.25		12	10,992 50		50 00	
13508	Saint Paul to Du Luth.....	Lake Superior and Mississippi.....	78		12	7,850 00		75 00	
13510	Minneapolis to Weaver.....	Chicago and Northwestern.....	156		6	7,850 00		50 00	
13511	Austin to Mason City.....	Milwaukee and Saint Paul.....	14.38		6	9,069 00		40 00	
13512	Saint Paul to Stillwater.....	Lake Superior and Mississippi.....	34.95		6	6,660 00		50 00	Pay estimated.
13513	Saint Paul to Weaver.....	Saint Paul and Chicago.....	94.81		6	4,740 50		50 00	Paid for only 13.30 miles.
13514	Hastings to Carver.....	Hastings and Dakota.....	43.15		6	2,407 50		50 00	Pay estimated.
13517	White Bear Lake to Sioux City Junction.	Lake Superior and Mississippi.....	41		6	2,050 00		50 00	Do.
13538	Du Luth to Moorhead.....	Northern Pacific.....	252		6	11,450 00		50 00	Paid for only 289 miles.
13539	Saint Peter to New Ulm.....	Chicago and Northwestern.....	30.65		6	919 50		50 00	Pay estimated.
				1,711			115,561 25		
	NEBRASKA.								
14401	Omaha to Ogden City, Utah.	Union Pacific.....	1,032.20		7	283,853 00		275 00	
14451	Plattsmouth to Harvard.	Burlington and Missouri River.....	136		6	6,400 00		50 00	
14478	Omaha to Blair.....	Omaha and Northwestern.....	30		6	1,500 00		50 00	
14479	Omaha to Concord.....	Omaha and Northwestern.....	51.50		6	1,338 00		50 00	
14483	Nebraska City to Lincoln.....	Midland Pacific.....	59		6	2,950 00		50 00	Includes \$313 per annum for ferrage.
14497	Crete to Beatrice.....	Burlington and Missouri River.. Omaha and Southwestern, South Platte Division.	31.76		6	1,588 00		50 00	
				1,310.46			298,031 00		

10019	Virginia City to Carson City	18	18	6	1,500 00	1,500 00	93 33
KANSAS.							
1001	{ Kansas City, Missouri, to Cheyenne, Wyoming. Branch, Leavenworth to Lawrence.	745		7	77,800 00		100 00
1008	Atchison to Waterville.	33		7			100 00
14003	{ Lawrence to Parker. Branch, Cherryvale to Independence.	100		19	7,500 00		75 00
14004	{ Leavenworth, Lawrence and Galveston. Saint Joseph and Denver City.	143.50		6	14,883 50		50 00
14005	{ Saint Joseph and Denver City. Missouri River, Fort Scott and Gulf.	10.67		6	6,350 00		50 00
14006	{ Saint Joseph and Denver City. Missouri, Kansas and Texas.	127		6	16,400 00		100 00
14143	{ Atchison, Topeka and Santa Fe. Leavenworth, Lawrence and Galveston.	158.50		6	9,390 00		60 00
14211	{ Atchison to Tecumseh. Atchison and Nebraska.	212.50		6	21,250 00		100 00
14212	{ Atchison to Tecumseh. Atchison and Nebraska.	32		6	3,200 00		100 00
		103.28	1,827.45	6	5,164 00	161,937 50	50 00
CALIFORNIA.							
14701	San Francisco to Ogden City, Utah.	877.50		7	941,312 50		975 00
14702	San Francisco to Watsonville.	100		13	10,000 00		100 00
14703	Roseville to Tehama.	105		7	7,875 00		75 00
14704	Folsom City to Shingle Springs.	36		6	1,300 00		50 00
14705	Sacramento to Folsom City.	33.20		6	1,160 00		50 00
14707	{ Sacramento to San Francisco. Branch, Davisville to Marysville.	83		14	12,450 00		150 00
14708	{ Sacramento to San Francisco. Branch, Davisville to Marysville.	42		6	3,150 00		75 00
14709	{ Sacramento to San Francisco. Branch, Davisville to Marysville.	36		6	1,800 00		50 00
14728	{ Sacramento to San Francisco. Branch, Davisville to Marysville.	30		6	1,500 00		50 00
14876	{ Sacramento to San Francisco. Branch, Davisville to Marysville.	32		6	1,650 00		75 00
14877	{ Sacramento to San Francisco. Branch, Davisville to Marysville.	56		6	2,800 00		50 00
14880	{ Sacramento to San Francisco. Branch, Davisville to Marysville.	4		6	200 00		50 00
14881	{ Sacramento to San Francisco. Branch, Davisville to Marysville.	38		6	1,900 00		50 00
	{ Sacramento to San Francisco. Branch, Davisville to Marysville.	30		6	2,450 00		50 00
	{ Sacramento to San Francisco. Branch, Davisville to Marysville.	19	1,491.70	6		289,547 50	50 00
UTAH.							
16633	Salt Lake City to Ogden City.	36.50	36.50	6	1,825 00	1,825 00	50 00

B.—Railroad-service as in operation on the 30th of June, 1872—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
17088	COLORADO.		12.25		6	919.50		50.00	
17081	Denver to Golden City	Colorado Central	15		6	750.00		50.00	
17084	Hughes Station to Erie	Denver and Boulder Valley	76	109.25	6	3,800.00	5,469.50	50.00	
	Denver to Colorado Springs	Denver and Rio Grande							

JOHN L. BOUTT,
Second Assistant Postmaster-General.

C. Steamboat service as in operation on the 30th of June, 1872.

States and Territories.	No. of routes.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual cost.	Total annual cost in each State.	Remarks.
New Hampshire.....	317	Alton Bay to Wolfborough.....	Miles. 10	Miles.	6	Dollars. 1,200 00	Dollars.	During navigation. Six times a week during navigation; three times a week residue of year. During navigation.
	321	Centre Harbor to Meredith Village.....	20	.....	2	.....	.....
	321	Meredith Village to North Conway.....	40	.....	2	.....	.....
	322	Branch, Moultonborough to North Sandwich.....	84	.....	6	1,400 00	.....
Massachusetts.....	322	Weir's Bridge to Wolfborough.....	30	1084	6	650 00	3,340 00	
	608	Hyannis to Nantucket.....	30	30	6	2,500 00	2,500 00	
	610	Newport to New York.....	160	160	6	2,500 00	2,500 00	
New York.....	1040	Ithaca to Cayuga.....	40	6	1,500 00	
	1162	White Hall to Rouse's Point.....	120	.....	11	6,000 00	.....
	1463	Geneva to Watkins.....	47	.....	6	899 00	.....
	1578	Lake George to Fort Ticonderoga.....	40	247	6	500 00	8,899 00	
New Jersey.....	1607	New York to Keyport.....	25	6	535 00	
	1608	New York to Port Monmouth.....	20	.....	6	1,000 00	.....
	1692	South Amboy to New York.....	27	73	12	2,338 00	3,873 00	
Pennsylvania.....	1876	Pittsburgh to Greensborough.....	94	94	6	6,300 00	6,300 00	
	2912	Baltimore to Queenstown.....	40	40	3	750 00	750 00	

C.—Steamboat-service as in operation on the 30th of June, 1872—Continued.

States and Territories.	No. of route.	Termini.	Distance. <i>Miles.</i>	Total distance. in each State. <i>Miles.</i>	Number of trips per week.	Annual cost. <i>Dollars.</i>	Total annual cost in each State. <i>Dollars.</i>	Remarks.
West Virginia	4104	Wheeling to Parkersburgh.....	99	6	7,200 00	Three times a week 4 months; six times a week 8 months.
	4122	Parkersburgh to Gallipolia, Ohio.....	86	.....	.....	5,639 17	.....
	4136	Kanawha C. H. to Gallipolia, Ohio.....	65	250	6	3,449 00	16,298 17	
Virginia	4401	Washington, D. C., to Game Point, Va.....	554	13	11,100 00	
	4417	Norfolk to Baltimore, Md.....	200	.....	6	18,000 00	.....
	4418	Norfolk to Eastville.....	57	.....	3	3,500 00	.....
	4419	Norfolk to Matthews C. H.....	60	.....	9	2,000 00	.....
	4420	Norfolk to Richmond.....	151	.....	3	4,500 00	.....
	4702	Washington, D. C., to Norfolk, Va.....	200	7234	9	9,000 00	48,100 00	
North Carolina	5095	Wilmington to Fayetteville.....	120	9	1,745 00	
	5097	Wilmington to Smithville.....	30	.....	3	824 25	.....
	5037	Plymouth to Franklin Depot.....	106	256	3	4,000 00	6,569 25	
South Carolina	5099	Beaufort to Hilton Head.....	16	1	260 00	
	.....	.....	.....	16	.....	260 00	.....
Georgia	6119	Trader's Hill to Ferdinandina, Fla.....	60	60	1	1,294 00	1,294 00	Twice a month.
	
Florida	6110	New York to Key West.....	1,580	1	31,900 00	
	6411	Baltimore, Md., to New Orleans, La.....	1,700	.....	.....	31,200 00	.....
	6412	New Troy to Cedar Keys.....	203	.....	1	2,500 00	.....
	6413	New Orleans, La., to Key West, Fla.....	888	.....	1	76,000 00	.....
	6414	Bainbridge, Ga., to Apalachicola, Fla.....	202	.....	1	8,750 00	.....
	6416	Enterprise to Saint Lucie.....	141	.....	1	2,200 00	.....
	6419	Cedar Keys to Tampa.....	225	.....	1	7,200 00	.....
	6420	Flintka to Jacksonville.....	75	.....	6	5,700 00	.....

State	Post Office	Post Office No.	Post Office Name	Post Office Address	Post Office Location	Post Office Description	Post Office Remarks
Alabama	Mobile to (Alabama)	8630	Mobile to (Alabama)	Mobile, Ala.	Mobile, Ala.	Mobile, Ala.	Mobile, Ala.
Alabama	Birmingham to Decatur	8631	Birmingham to Decatur	Birmingham, Ala.	Decatur, Ala.	Birmingham, Ala.	Birmingham, Ala.
Mississippi	Vicksburg to Leigh's	7093	Vicksburg to Leigh's	Vicksburg, Miss.	Leigh's, Miss.	Vicksburg, Miss.	Vicksburg, Miss.
Mississippi	Vicksburg to Greenwood	7094	Vicksburg to Greenwood	Vicksburg, Miss.	Greenwood, Miss.	Vicksburg, Miss.	Vicksburg, Miss.
Louisiana	Vicksburg, Miss., to New Orleans, La.	8006	Vicksburg, Miss., to New Orleans, La.	Vicksburg, Miss.	New Orleans, La.	Vicksburg, Miss.	Vicksburg, Miss.
Louisiana	Brahmar to New Iberia	8007	Brahmar to New Iberia	Brahmar, La.	New Iberia, La.	Brahmar, La.	Brahmar, La.
Louisiana	New Orleans to Bura	8010	New Orleans to Bura	New Orleans, La.	Bura, La.	New Orleans, La.	New Orleans, La.
Louisiana	New Orleans to Covington	8011	New Orleans to Covington	New Orleans, La.	Covington, La.	New Orleans, La.	New Orleans, La.
Louisiana	New Orleans to Shreveport	8013	New Orleans to Shreveport	New Orleans, La.	Shreveport, La.	New Orleans, La.	New Orleans, La.
Louisiana	New Orleans to Saint Francisville	8014	New Orleans to Saint Francisville	New Orleans, La.	Saint Francisville, La.	New Orleans, La.	New Orleans, La.
Louisiana	New Orleans to Carrollton	8015	New Orleans to Carrollton	New Orleans, La.	Carrollton, La.	New Orleans, La.	New Orleans, La.
Texas	Galveston to Brahear, La	8307	Galveston to Brahear, La	Galveston, Tex.	Brahear, La.	Galveston, Tex.	Galveston, Tex.
Texas	Galveston to Indianola	8308	Galveston to Indianola	Galveston, Tex.	Indianola, Tex.	Galveston, Tex.	Galveston, Tex.
Texas	Galveston to Liberty	8310	Galveston to Liberty	Galveston, Tex.	Liberty, Tex.	Galveston, Tex.	Galveston, Tex.
Arkansas	Memphis, Tenn., to White River, Ark.	7504	Memphis, Tenn., to White River, Ark.	Memphis, Tenn.	White River, Ark.	Memphis, Tenn.	Memphis, Tenn.
Arkansas	White River to Vicksburg, Miss.	7505	White River to Vicksburg, Miss.	White River, Ark.	Vicksburg, Miss.	White River, Ark.	White River, Ark.
Arkansas	White River to Pine Bluff	7506	White River to Pine Bluff	White River, Ark.	Pine Bluff, Ark.	White River, Ark.	White River, Ark.
Arkansas	Pine Bluff to Little Rock	7507	Pine Bluff to Little Rock	Pine Bluff, Ark.	Little Rock, Ark.	Pine Bluff, Ark.	Pine Bluff, Ark.
Arkansas	White River to Jacksonport	7508	White River to Jacksonport	White River, Ark.	Jacksonport, Ark.	White River, Ark.	White River, Ark.
Arkansas	Jacksonport to Pocaahontas	7510	Jacksonport to Pocaahontas	Jacksonport, Ark.	Pocaahontas, Ark.	Jacksonport, Ark.	Jacksonport, Ark.
Arkansas	Memphis, Tenn., to Friar's Point, Ark.	7648	Memphis, Tenn., to Friar's Point, Ark.	Memphis, Tenn.	Friar's Point, Ark.	Memphis, Tenn.	Memphis, Tenn.
Missouri	Saint Louis to Memphis, Tenn	10516	Saint Louis to Memphis, Tenn	Saint Louis, Mo.	Memphis, Tenn.	Saint Louis, Mo.	Saint Louis, Mo.
Tennessee	London to Rockwood	10216	London to Rockwood	London, Tenn.	Rockwood, Tenn.	London, Tenn.	London, Tenn.
Tennessee	Rockwood to Chattanooga	10217	Rockwood to Chattanooga	Rockwood, Tenn.	Chattanooga, Tenn.	Rockwood, Tenn.	Rockwood, Tenn.

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C.—Steamboat-service as in operation on the 30th of June, 1872—Continued.

States and Territories.	No. of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual cost.	Total annual cost in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
Kentucky	9601	Louisville to Cincinnati, Ohio.....	143	7	9,000 00	.....	.....
	9602	Louisville to Evansville, Ind.....	202	6	15,000 00	.....	.....
	9603	Evansville, Ind., to Cairo, Ill.....	300	6	15,000 00	.....	.....
	9744	Bowling Green to Evansville, Ind.....	225	1	2,400 00	.....	.....
	9771	Paducah to Eastport, Miss.....	262	2	6,000 00	.....	47,400 00	
Ohio	9051	Portsmouth to Cincinnati.....	117	3	2,500 00	.....	.....
	9052	Cincinnati to Maysville, Ky.....	74	6	4,000 00	.....	.....
	9053	Portsmouth to Gallipolis.....	90	3	2,910 00	.....	9,410 00	
Illinois	11432a	Shawneetown to Paducah, Ky.....	75	6	4,500 00	.....	4,500 00	
Michigan	12564	Detroit to Sault de Ste. Marie.....	350	2	1,250 00	.....	.....	During navigation, say 64 months.
	12565	Calumet to Quincy.....	143	3	4,000 00	.....	.....	Six months.
	12561	Grand Haven to Chicago, Ill.....	112	6	1,560 00	.....	.....	April 16 to Nov. 14 in each year;
	12562	Grand Haven to Milwaukee, Wis.....	88	6	2,730 00	.....	.....	pay estimated.
	12564	Grand Haven to Manistee.....	120	6	6,240 00	.....	.....	During navigation, say 71 months;
	12524	Manistee to Frankfort.....	30	3	780 00	.....	.....	pay estimated.
	12539	Port Huron railroad station to Mackinaw.....	240	3	845 00	.....	.....	April 16 to Nov. 14 in each year;
	12543	{ Green Bay, Wis., to Menominee, Mich.....	98	6 }	500 00	.....	.....	May 1 to Oct. 31 in each year; pay estimated.
	12544	{ Cedar Fork supplied from Menominee.....	32	1 }	500 00	.....	.....	During navigation, say 64 months;
	12540	{ Green Bay, Wis., to Escanawba, Mich.....	115	6 }	14,000 00	.....	.....	pay estimated.
	12544	{ Marquette to Hancock.....	75	6 }	13,000 00	.....	.....	May 1 to Nov. 15 in each year.
	12544	{ Marquette to Du Luth, Minn.....	325	2 }	2,450 00	.....	.....	Do.
	12567	{ Cheboygan to Alpena.....	100	1 }	590 00	.....	47,895 00	Do.
								During navigation, say 64 months.
								May 1 to Nov. 14 in each year.

Wagon	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256	3257	3258	3259	3260	3261	3262	3263	3264	3265	3266	3267	3268	3269</
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JOHN L. ROUTH,
Second Assistant Postmaster-General.

D.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1872.

States and Territories.	CELEBRITY, CERTAINTY, AND SECURITY.				STEAMBOAT.				RAILROAD.				Total annual transportation.		Total annual cost.	
	Length of routes.		Coat.		Length of routes.		Coat.		Length of routes.		Coat.		Increase.	Decrease.	Increase.	Decrease.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.				
Maine.....	Miles.	Miles.			Miles.	Miles.			Miles.	Miles.					\$10,540	
New Hampshire.....	100		\$2,398		159				159		\$12,838		182,785		9,990	
Vermont.....	147		\$144		55				55		2,846		2,673		2,581	
Massachusetts.....	28		987		71				71		3,568		43,774		6,958	
Rhode Island.....	81		1,986		112				112		8,944		46,845			
Connecticut.....	144		4,349		130				130		8,730				4,381	
New York.....	426		8,156		542				542		53,894		367,349		47,488	
New Jersey.....	61		1,533		114		\$1,750		114		5,694		10,894		4,161	
Pennsylvania.....	396		2,970		246				246		26,692		10,510		29,682	
Delaware.....	36		100		1				1		440		3		540	
Maryland.....	97		2,412		78				78		4,225		51,417		6,637	
West Virginia.....	150		1,951		70		4,139		70		11,941		119,907		18,031	
Virginia.....	651		5,966		294		4,525		294		61,878		977,965		60,417	
North Carolina.....	463		3,439		60		\$30		90		7,025		365,917		3,556	
South Carolina.....	392		914		35				64		5,065		151,660		5,433	
Georgia.....	592		912		515		9,036		379		24,292		715,903		90,168	
Florida.....	169		65		209		10,706						196,080		5,692	
Alabama.....	716		18,567		230		378		230		30,179		360,855		1,924	
Mississippi.....	304		3,685		925		4,500		18		23,436				23,233	
Louisiana.....	1,040		12,025		1,181		24,020		107		14,642		54,163		93,647	
Texas.....	459		50,731		35		37,500		353		21,536		83,706		99,757	
Arkansas.....	101		39,783		86		1,700		86		5,367		41,998		46,711	
Missouri.....	43		5,204		703		8,000		703		60,815		930,507		47,611	
Kentucky.....	182		4,162		40		1,250		113		45,250		947,479		46,163	
Ohio.....	196		4,105		51		3,400		349		14,227		60,547		6,723	
Indiana.....	61		2,980		23				23		41,908		80,547		47,468	
Illinois.....	53		417		921		4,500		921		18,113		196,094		17,605	
Michigan.....	601		10,197		1,057		10,360		1,057		70,918		716,986		75,597	
Wisconsin.....	41		98,665		329				329		19,728		596,306		64,968	
Iowa.....	276		2,457		793		3,877		793		19,728		423,406		94,716	
Minnesota.....	151		2,463		632		12,740		632		31,411		55,898		53,481	
Nebraska.....			2,070		173				173		4,549		294,031		43,154	
													71,178		10,667	

	617	536	580,547	10,164	936	3,000	907	91,304	398,323	41,845
Kansas	360	.....	580,547	.....	936	3,000	.....	1,500	65,354	31,040
California	944	.....	10,164	.....	.....	.....	140	11,600	28,114	28,764
Oregon	40	.....	5,983	.....	416	613	.....	.....	281,910	8,413
Washington Territory	907	.....	4,760	.....	.....	.....	.....	21,009	.....	4,790
Idaho Territory	5	.....	91,736	.....	.....	.....	.....	90,752	.....	21,736
Montana Territory	581	.....	15,343	.....	.....	.....	.....	83,844	.....	15,343
Dakota Territory	.....	98	42,134	.....	.....	.....	.....	45,320	.....	42,134
Utah Territory	35	.....	.....	4,263	.....	.....	77	9,325	.....	23,807
Colorado Territory	.....	15	203	.....	.....	.....	.....	.....	.....	4,936
New Mexico Territory	.....	163	800	.....	.....	.....	.....	.....	.....	14,872
Arizona Territory	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	8,986	1,850	329,576	67,421	1,377	8,851	8,109	783,053	7,684,319	273,791
	1,850	.....	67,421	.....	.....	1,377	33	5,241	272,791	.....
	6,436	.....	262,155	.....	.....	1,474	8,077	777,792	7,411,528	.....

* Close of the first year of the new contract term. † Route from Saint Louis to Keokuk, Iowa, discontinued. ‡ Corrected distance. § Increased number of trips.

JOHN L. ROUNTT,
Second Assistant Postmaster-General.

E.—Table showing the weight of the mails, the speed with which they are conveyed, the accommodation on railroad routes in States (chiefly) in which

[ABBREVIATIONS.—*f. f.*, fixtures and furniture; *f. f. c.*, fixtures and furniture complete; *m. c.*, mail single line; *dept.*, department; *r. a.*, route-agents; *w. t.*, way-trains. A number followed by an asterisk to the order of the routes in this table.

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
1	Pa...	1201	2401	Philadelphia, Pittsburgh...	Pennsylvania.....	354	2
2	Md...	2903	3503	Baltimore, Washington.....	Baltimore and Ohio.....	40	34
3	do	2901	3501	Baltimore, Philadelphia.....	Philadelphia, Wilmington and Baltimore.	100	33
4	Mich	12501	.....	Toledo, Chicago.....	Lake Shore & Michigan Southern	244.85	30
5	Ohio	9004	.....	Erie, Cleveland.....	do.....	96	30
6	N. Y.	1039	.....	Buffalo, Erie.....	do.....	89	30
7	Ohio	9021	.....	Toledo, Cleveland.....	do.....	114	30
8	Mich	12501	.....	Toledo, Chicago.....	do.....	244.85	30
9	Md...	2904	3504	Baltimore, Wheeling.....	Baltimore and Ohio.....	320	24
10	do	2902	3502	Baltimore, Harrisburgh.....	Northern Central.....	84.8	30
11	do	2902	3502	Baltimore, Sunbury.....	do.....	140.7	30
12	Ill	11404	.....	Chicago, Davenport.....	Chicago, Rock Island and Pacific	183	.....
13	Mo	10501	.....	Saint Louis, Wyandotte.....	Pacific of Missouri.....	285.5	25
14	Ohio	9001	9001	Bellaire, Columbus.....	Central Ohio.....	137.875	22
15	do	9005	9015	Gallion, Cleveland.....	Cleveland, Columbus, Cincinnati and Indianapolis.	80	30
16	do	9015	9015	Columbus, Cleveland.....	do.....	138	30
17	do	9015	.....	Gallion, Cleveland.....	do.....	80	30
18	do	9015	.....	Columbus, Cleveland.....	do.....	138	30
19	do	9018	.....	Gallion, Indianapolis.....	do.....	204	30
20	do	9015	9015	Columbus, Gallion.....	do.....	58	30
21	do	9030	9030	Cincinnati, Hamilton.....	Cincinnati, Hamilton and Dayton	25	30
22	do	9015	.....	Columbus, Gallion.....	Cleveland, Columbus, Cincinnati and Indianapolis.	58	30
23	Tex...	8502	.....	Houston, Galveston.....	Galveston, Houston and Henderson, of 1871.	50	30
24	Iowa...	11005	.....	Davenport, Missouri River..	Chicago, Rock Island and Pacific	318	.....
25	Md...	2902	3502*	Harrisburgh, Sunbury.....	Northern Central.....	55.9	30
26	Tenn	10004	.....	Stevenson, Chattanooga.....	Nashville and Chattanooga.....	29	30
27	Ohio..	9022	9022	Toledo, Quincy.....	Toledo, Wabash and Western...	476	22
28	do	9032	9032	Cincinnati, Parkersburgh...	Marietta and Cincinnati.....	206	30
29	Tenn	10004	.....	Nashville, Chattanooga.....	Nashville and Chattanooga.....	153	30
30	Pa....	1822	2422	Sunbury, Williamsport.....	Pennsylvania, leases.....	40	22
31	Tenn	10004	.....	Nashville, Stevenson.....	Nashville and Chattanooga.....	114	30
32	Ohio..	9007	9007	Cleveland, Wellsville.....	Cleveland and Pittsburgh.....	101.5	30
33	S. C..	5601	5604	Florence, Wilmington.....	Wilmington, Columbia & Augusta.	107	25
34	do	5601	5604	Kingsville, Wilmington.....	do.....	172	25
35	Ohio..	9022	9022	Clayton, Keokuk.....	Toledo, Wabash and Western...	44	24
36	do	9022	9022	Bluff City, Naples.....	do.....	4	30
37	do	9030	9030	Hamilton, Dayton.....	Cincinnati, Hamilton and Dayton	35	30

modations for mails and agents, the trips per week, and the rates of pay per mile per annum the contract term expired June 30, 1872.

catchers; r. p. o., railway post-office; apt., apartment; b. c., baggage-car; d. l., double line; s. l., ('') shows the equivalent in round trips. The figures in parentheses, in the "Remarks" column, refer

Whole weight carried any distance for thirty days.			Av'ge weight car'd whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
82, 295 364, 402	1,322,697	886, 633	29, 554	r. p. o., 46 by 8 4, f. f. c., a. l.; r. a. apt., 10 11 1/2 by 6 1, f. f. c., a. l.	38	\$375 00	.....	1
36, 121 458, 238	844, 359	811, 919	27, 063	r. p. o., 51 by 9 10, f. f. d. l.	48	375 00	.....	2
44, 157 240, 716	683, 873	612, 806	20, 429	r. p. o., 50 by 9, f. f. c., d. l.; r. a. apt., 24 by 9, f. f. c., with r. a. on w. t.	52	375 00	In July, 1872. Main route; branch \$50, (170.)	3	
33, 322 121, 881	657, 303	631, 333	21, 044	r. p. o., 36 by — 50 by —, f. f. c., 3 lines daily.	24	300 00	In May, 1872	4	
513 530 192, 060	705, 580	679, 473	22, 649	r. p. o., 40 by 9, f. f. c., d. l.	12	250 00	In November, 1871	5	
221 530 183, 432	704, 952	614, 708	20, 490	do	12	250 00	do	6	
172 360 446, 844	619, 104	575, 794	19, 193	do	12	250 00	do	7	
22, 676 181, 132	517, 208	431, 085	14, 369	do	12	250 00	do	8	
184 691 52, 322	286, 345	163, 191	5, 439	8 by 16 8, f. f. c., a. l.	18	247 10	.....	9
44, 253 134, 834	523, 117	495, 285	16, 509	r. p. o., 40 by 9 6, 45 by 9 6, f. f. c., a. l.; r. a. apt., 12 by 9 6, f. f. c., a. l.	12	200 00	In June, 1872. Part; res. \$150, (25.)	10	
62, 819 175, 742	645, 561	399, 435	13, 314	do	12	200 00	In June, 1872. 55.9 miles at \$150, (25.)	11	
213 850 131, 009	344, 859	310, 733	10, 357	.....	.....	200 00	In Dec., 1871. Weight estimated.	12
231 131 98, 166	301, 297	170, 907	5, 697	r. p. o., 39 3 by 8 1, f. f. c., a. l.	18	200 00	Part; res. \$50, (121.)	13	
5 76 56, 442	146, 228	101, 204	3, 373	18 9 by 8 8, f. f. & m. c., a. l.	24	200 00	In March, 1872.	14	
24 12 245, 309	339, 331	276, 297	9, 209	r. p. o., 39 2 by 9 1, f. f. c., a. l.	18	175 00	In Mar., 1872. Part; res. \$175, (20.)	15	
113 439 278, 611	397, 100	217, 090	7, 236	18 by 8 6, f. f. c., a. l. to Gallon, 58 m.; r. p. o., 39 2 by 9 1, f. f. c., a. l. beyond Gallon, 80 m.	18	175 00	In Mar., 1872	16	
.....	201, 051	6, 702	r. p. o., 39 2 by 9 1, f. f. c., a. l.	18	175 00	In Dec., 1871. Part; res. \$175, (22.)	17		
24 673 142, 709	232, 382	153, 866	5, 129	18 by 8 6, f. f. c., a. l. to Gallon, 58 m.; r. p. o., 39 2 by 9 1, f. f. c., a. l. beyond Gallon, 80 m.	18	175 00	In Dec., 1871	18	
121 451 48, 532	170, 380	138, 576	4, 619	r. p. o., 39 2 by 9 1, f. f. c., a. l.	12	175 00	In Jan., 1872	19	
21 530 111, 126	164, 663	137, 811	4, 594	18 by 8 6, f. f. c., a. l.	18	175 00	In Mar., 1872. Part; res. \$175, (13.)	20	
20 50 40, 306	140, 178	136, 312	4, 543	8 by 12, f. f. d. l.	43	175 00	Part; res. \$125, (37)	21	
.....	90, 686	3, 022	18 by 8 6, f. f. c., a. l.	18	175 00	In Dec., 1871. Part; res. \$175, (17.)	22		
1 154 64, 286	82, 442	79, 496	2, 650	12 by 9, f. f. c., a. l.	12	160 00	In Jan., 1872	23	
154 00 134, 773	307, 781	255, 042	8, 501	.....	.....	150 00	In Dec., 1871. Weight estimated.	24
122 66 62, 914	233, 872	230, 728	7, 690	r. p. o., 40 by 9 6, 45 by 9 6, f. f. c., a. l.; r. a. apt., 12 by 9 6, f. f. c., a. l.	12	150 00	In June, 1872. Part; res. \$200, (10.)	25	
2 61 136, 146	212, 164	210, 798	7, 027	9 by 14, f. f. c., a. l.; & r. p. o., 43 3 by 9 10, f. f. c., a. l.	20	150 00	In Jan., 1872. Part; res. \$150, (31.)	26	
22 59 171, 670	441, 179	201, 642	6, 721	r. p. o., 43 by 10, f. f. c., a. l.	12	150 00	Part; res. \$150, (35, 36.)	27	
2 1 24 92 52	176, 690	111, 972	3, 732	14 by 9 6, f. f. c., a. l.	19	150 00	In Mar., 1872	28	
2 1 131 114	227, 645	100, 792	3, 359	9 by 14, f. f. c., a. l.; r. p. o., 43 3 by 9 10, f. f. c., a. l., on 38 m.	14 1/2	150 00	In Jan., 1872. Main route; br' ch \$30, (228.)	29	
2 273 35, 541	100, 814	79, 606	2, 660	9 by 14, fitted, a. l.	12	150 00	Part; res. \$75, (70)	30	
2 2 27 22, 431	74, 816	71, 415	2, 380	9 by 14, f. f. c., a. l.	13	150 00	In Jan., 1872. Part; res. \$150, (26.)	31	
61 254 50, 705	112, 659	66, 838	2, 227	13 by 9, f. f. c., a. l.	15 1/2	150 00	.....	32
.....	53, 464	1, 785	8 by 10, f. f. c., a. l.	13	150 00	Part; res. \$100, (63.) In Mar., 1871.	33		
22 122 37, 937	60, 059	41, 630	1, 388	do	13	150 00	64 miles at \$100. In Mar., 1871.	34	
15 631 2 399	23, 420	17, 604	586	11 4 by 9, f. f. c., a. l.	6	150 00	Part; res. \$150, (27, 36.)	35	
2 2 1 2 2 285	8 496	8 486	292	24 by 8 8, f. f. c., a. l.	6	150 00	Part; res. \$150, (27, 35.)	36	
2 415 26, 655	94, 470	84, 960	2, 638	8 by 12, f. f. c., a. l.	31	125 00	Part; res. \$175, (21.)	37	

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
38	Ind	19003	.....	Indianapolis, Cincinnati	Indianapolis, Cincinnati and Lafayette	113.5	30
39	Mo	10512	.....	Sedalia, Fort Gibson	Missouri, Kansas, and Texas	267	17
40	Ohio	9003	9003	Pittsburgh, Bellaire	Cleveland and Pittsburgh	94.5	30
41	Del	2801	3401	Wilmington, Dover	Philadelphia, Wilmington and Baltimore	50.62	22
42	do	2801	3401	Wilmington, Delmar	do	96.92	23
43	Ohio	9035	9035	Valley Junction, Hagerstown	White Water Valley	69.7	12.2
44	W. Va.	4102	.....	Gratton, Parkersburgh	Baltimore and Ohio	104	27
45	Tenn	10010	.....	Memphis, Paris	Louisville and Nashville, lessees	132.5	22
46	Ohio	9032	.....	Cincinnati, Parkersburgh	Memphis and Ohio	206	25
47	Pa	1821	2421	Williamsport, Elmira	Marietta and Cincinnati	78	30
48	Ind	12005	.....	Indianapolis, La Fayette	Northern Central	65.625	30
49	Kans	14001	.....	Kansas City, Cheyenne	Indianapolis, Cincinnati and Lafayette	745	20
					Kansas Pacific		
50	Ohio	9027	9027	Dayton, Toledo	Dayton and Michigan	149	30
51	Pa	1802	2402	Philadelphia, Pottsville	Philadelphia and Reading	53	23
52	Miss	7007	7004	Mobile, Columbus	Mobile and Ohio	472.7	30
53	Ohio	9038	9038	Salamanca, Corry	Atlantic and Great Western	61.5	35
54	S. C.	5606	.....	Charleston, Savannah	Savannah and Charleston	104	15
55	N. J.	1694	2110	Philadelphia, Bridgeton	West Jersey	38.4	24
56	Tex	8503	.....	Houston, Corsicana	Houston and Texas Central	210	25
57	Ind	12396	12018	Jeffersonville, North Vernon	Ohio and Mississippi	53.5	30
58	N. J.	1694	2110	Philadelphia, Bridgeton	West Jersey	38.4	24
59	do	1702	2111	Glassborough, Millville	do	22	25
60	Texas	8504	8503	Houston, Groesbeck	Houston and Texas Central	169.5	25
61	Miss	7003	.....	Vicksburgh, Jackson	Houston and Texas Central	45.5	15
62	Pa	1830	2430	Vicksburgh, Jackson	Vicksburgh and Meridian	45.5	15
63	S. C.	5601	5604	Harrisburgh, Chambersb'gh	Cumberland Valley	52	30
64	N. J.	1702	2111	Kingsville, Florence	Wilmington, Columbia and Augusta	64	25
65	Kans	14001	.....	Glassborough, Millville	West Jersey	22	25
66	Md	2908	3508	Leavenworth, Lawrence	Kansas Pacific	33	30
67	do	2906	3505	Annapolis, Annapolis Junction	Annapolis and Elk Ridge	90	30
68	N. Y.	1031	.....	Araby, Frederick	Baltimore and Ohio	3	19
69	Ohio	9029	9029	Canandaigua, Elmira	Baltimore and Ohio, lessees Sandusky, Mansfield and Newark	68.5	25
70	Pa	1822	2422	Hamilton, Richmond	Northern Central	48	30
71	do	1804	2404	Williamsport, Erie	Cincinnati, Richmond & Chicago	248	22
72	Ill	11422	.....	Philadelphia, Bethlehem	Pennsylvania, lessees	54	30
73	Ohio	9011	9011	Philadelphia, Bethlehem	North Pennsylvania	70.8	23
74	Tenn	10009	.....	East Saint Louis, Duquoin	Saint Louis, Alton & Terre Haute	116	25
75	Ohio	9006	9006	Sandusky, Newark	Baltimore and Ohio, lessees Sandusky, Mansfield and Newark	82.5	23
76	Ill	11429	.....	Guthrie, Paris	Memphis, Clarksville and Louisville	50	22
77	Conn.	942	.....	Cleveland, Leavittsburgh	Atlantic and Great Western	270.8	20
78	Pa	1844	2448	Sterling, Alton Junction	Rockford, Rock Island and Saint Louis	69	22
79	Ohio	9038	9038	Bridgeport, Winsted	Naugatuck	132.35	25
80	Pa	1826	2425	Pittsburgh, Oil City	Allegheny Valley	387.5	25
81	Ohio	9006	9006	Salamanca, Dayton	Atlantic and Great Western	44.4	18
82	Pa	1819	2419	Oil City, Corry	Oil Creek and Allegheny River	81	22
83	Mass	678	.....	Cleveland, Sharon	Atlantic and Great Western	144.4	25
				Binghamton, New Hampton	Delaware, Lackawanna and Western	90.5	27
				Taunton, New Bedford	New Bedford and Taunton		

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			A've weight car'd whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
34,097	75,828	99,925	77,235	2,574	12 by 8, f. f., a. l.	18	\$125 00	In Dec., 1871	38
34,530	34,147	92,697	49,552	1,651	18 by 7, 15 by 7 6, f. f., a. l.	7	125 00		39
49,639	36,348	86,007	46,032	1,534	13 by 9, f. f., a. l.	13½	125 00		40
48,747	21,421	62,222	42,508	1,416	24 by 9, f. f. c., d. l.	12	125 00	In July, 1872. Part; res. \$62.50, (107.)	41
43,433	23,549	66,982	30,719	1,024	do	12	125 00	In July, 1872, 46.30 miles, at \$62.50.	42
12,154	7,256	19,410	8,873	295	12 by 7 4, f. f., a. l.	6	125 00		43
47,445	33,346	101,234	90,301	3,010	8 6 by 14, 8 6 by 14 6, f. f., a. l.	16*	110 00	In Mar., 1872	44
17,636	93,029	166,715	92,190	3,073	13 6 by 8, f. f., a. l.	13	100 00	In May, 1872	45
24,164	60,597	144,761	87,104	2,903	14 by 9 6, f. f., a. l.	18	100 00	In Sept., 1871. 9 miles at \$50.	46
66,176	24,398	92,574	81,172	2,705	r. p. o., 40 by 9 6, 45 by 9 6, f. f., a. l.; r. a. apt., 12 by 9 6, f. f., a. l.	12	100 00	In June, 1872	47
52,064	13,687	65,771	60,190	2,006	12 by 8, f. f., a. l.	18	100 00	In Dec., 1871.	48
163,198	93,215	237,013	54,007	1,800	3 car, f. f., a. l.	7½	100 00	In July, 1872. Main route; branch \$100, (65.)	49
55,994	33,618	89,612	49,580	1,653	8 by 12, f. f., a. l.	15*	100 00		50
51,581	32,369	83,950	44,282	1,476	8 6 by 11, f. f., a. l.	12	100 00		51
52,164	26,574	180,738	40,898	1,363	17 6 by 8 9, f. f., a. l.	7	100 00	In Dec., 1871. Main route; branch \$50, (132.)	52
71,956	19,558	51,514	39,337	1,311	8 by 10, f. f., a. l.	13	100 00	Part; res. \$75, (84)	53
31,445	10,716	42,561	39,219	1,307	7 by 12, f. f., a. l.	13	100 00	In March, 1872	54
29,142	26,016	62,158	33,065	1,168	10 by 6 5, f. f., a. l.	15*	100 00	In July, 1872	55
29,242	16,958	76,782	34,619	1,154	8 6 by 18, f. f. c., a. l.	6	100 00	In March, 1872	56
14,160	23,572	37,732	33,523	1,117	15 by 8, in b. c., (not partitioned), f. f., a. l. and m. c.	13	100 00	In February, 1872	57
25,175	25,510	60,685	32,863	1,095	10 by 6 5, f. f., a. l.	15*	100 00	In March, 1872	58
17,616	13,010	30,626	26,609	886	6 4 by 8, f. f., a. l.	12	100 00	In July, 1872	59
27,172	27,758	54,930	25,536	851	30 9 by 7 8½, 18 3 by 8 9, f. f., c., a. l.	6	100 00	In October, 1871	60
13,792	13,903	26,995	23,691	790	7 2 by 12, f. f., a. l.	14	100 00	Part; res. \$75, (99.) In January, 1872.	61
34,117	16,331	41,148	23,291	776	8 9 by 8 4, f. f., a. l.	14½	100 00	Part; res. \$50, (163)	62
			21,685	722	8 by 10, f. f., a. l.	13	100 00	Part; res. \$150, (33.) In March, 1871.	63
14,628	10,932	24,961	20,558	685	6 4 by 8, f. f., a. l.	12	100 00	In March, 1872	64
11,534	10,913	22,467	18,968	632	3 car, f. f., a. l.	18	100 00	In July, 1872. Branch; main route \$100, (49.)	65
6,349	9,112	15,501	12,164	405	r. a. in b. c., d. l.	12	100 00		66
4,429	3,369	8,259	8,259	275	b. c. Nor. a.	18	100 00		67
29,624	39,662	75,346	56,738	1,891	12 by 9 6, f. f., d. l.	12	75 00	In June, 1872	68
29,117	13,466	42,713	39,013	1,300	8 by 12, f. f., a. l.	12	75 00		69
25,750	41,952	84,922	33,204	1,174	9 by 14, fitted, a. l. 182 miles, d. l. res.	14½	75 00	Part; res. \$150, (30)	70
21,710	21,776	53,486	33,834	1,122	apt. in smoking car, f. f., a. l.	42	75 00	Main route; branch \$75, (103.)	71
21,746	14,049	34,835	30,633	1,021	20 by 8 6, f. f., a. l.	14½	75 00	In April, 1872	72
23,490	33,777	62,657	27,440	915	6 9 by 16 6, f. f. c., a. l.	14½	75 00		73
19,494	10,252	30,146	27,261	902	13 by 7 1½, (average), f. f., a. l.	10*	75 00	In March, 1870	74
11,664	13,907	35,651	27,043	901	7 6 by 15, f. f., a. l.	12	75 00	Part; res. \$50, (129)	75
41,630	46,771	88,417	23,836	794	8 by 8, f. f., a. l.	6	75 00	In August, 1872	76
22,124	15,070	47,994	23,247	774	10 6 by 6 6, f. f., a. l.	12	75 00	In March, 1872	77
21,191	14,460	49,651	23,197	773	8 by 12, f. f., a. l.	12	75 00	do	78
11,171	56,284	117,455	21,834	727	8 by 10, f. f., a. l.	13	75 00	8½ miles at \$100, (53)	79
17,222	21,223	39,050	21,121	704	6 9 by 10, f. f., a. l.	21½	75 00	Part; res. \$50, (142.)	80
17,222	17,615	45,067	30,940	698	7 6 by 15, f. f., a. l.	12	75 00	31 miles at \$50, (129)	81
17,681	17,614	55,675	30,353	680	19 by 7, f. f., a. l.	9½	75 00		82
17,736	9,538	20,292	19,707	658	Locked room. Nor. a.	31*	75 00	In June, 1872	83

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
84	Ohio	9038	9038	Corry, Dayton	Atlantic and Great Western	326	35
85	Pa	1817	2417	Scranton, Northumberland ..	Lackawanna and Bloomsburgh ..	80.1	20
86	Mich	12517		Detroit, Howard City	Detroit, Lansing and Lake Michigan.	164	22
87	Ill	11412		Bureau Junction, Peoria	Chicago, Rock Island & Pacific ..	47	...
88	N. J.	1709	2112	Millville, Cape May	West Jersey	41	25
89	Pa	1828	2427	Lancaster, Middletown	Pennsylvania	31.3	22
90	N. J.	1661	2116	Trenton, Manunka Chunk, intersection with Delaware, Lackawanna and Western Railroad.	Belvidere Delaware	68.7	25
91	Ky	9612a		Evansville, Guthrie	Evansville, Henderson and Nashville Railroad, (American Contract Company, lessees.)	110.66	23
92	Tenn	10007		Nashville, Hickman	Nashville and Chattanooga	170	20
93	Pa	1808	2408	Chester, Port Deposit	Philadelphia and Baltimore Central.	59.25	20
94	Mich	12846		Econawba, Negaunee	Chicago and Northwestern	62.22	23
95	Md		3513	Massey's Cross-Roads, Chestertown.	Kent County	19.55	18½
96	Pa	1803	2403	Philadelphia, West Chester ..	West Chester and Philadelphia ..	27.5	23
97	do	1446	2444	Meadville, Oil City	Atlantic and Great Western	36.29	20
98	Ohio	9033	9033	Morrow, Dresden	Cincinnati & Muskingum Valley ..	149.4	23½
99	Miss	7003		Jackson, Meridian	Vicksburg and Meridian	95.2	15
100	Pa	1814	2414	Port Clinton, Williamsport ..	Catawissa	121.53	23
101	Ohio	9026	9026	Dayton, Union City	Dayton and Union	48	25
102	N. J.	1709	2112	Millville, Cape May	West Jersey	41	25
103	Pa	1804	2404	Landsdale, Doylestown	North Pennsylvania	10	20
104	do	1820	2420	Blossburgh, Corning	Tioga	40	16
105	Md	2910	3506	Weverton, Hagerstown	Baltimore and Ohio	24.25	20
106	N. J.	1670	2115	Jamesburgh, Freehold	Jamesburgh and Agricultural	11.45	25
107	Del	2801	3401	Dover, Delmar	Philadelphia, Wilmington and Baltimore.	46.30	22
108	do	2814	3402	Delmar, Crisfield	Eastern Shore	38.10	12
109	Pa	1806	2406	Philadelphia, Darby	Philadelphia and Darby	8	6
110	N. J.	1602	2108	New York, Nyack	Northern, of New Jersey	30	25
111	do	1703	2113	Elmer, Salem	Salem, (West Jersey Railroad Company, lessees.)	16.60	24
112	Me	202		Portland, North Conway	Portland and Ogdensburg	61.625	24
113	Iowa	11012		Burlington, Plymouth	Burlington, Cedar Rapids and Minnesota.	226.66	23
114	do	11016a		Conover, Decorah	Chicago, Milwaukee and Saint Paul.	9.5	...
115	Ill	11425		East Saint Louis, Terre Haute.	Terre Haute and Indianapolis, lessees Saint Louis, Vandalia and Terre Haute Railroad.	165.4	30
116	do	11426		Decatur, Saint Louis	Toledo, Wabash and Western	112	22
117	Ohio	9020	9020	Portsmouth, Reed's Mills ..	Marietta and Cincinnati	56	25
118	Pa	1810	2410	Allentown, Waverly	Lehigh Valley	189	25
119	Texas	8505		Hempstead, Austin	Houston and Texas Central	118.7	18½
120	Tenn	10008		Nashville, Guthrie	Edgefield and Kentucky	48	23
121	Mo	10501		Wyandotte, Atchison	Pacific, of Missouri	44.25	25
122	Mass	607		Boston, Southbridge	Boston, Hartford and Erie	70	25
123	Pa	1810		Allentown, Waverly	Lehigh Valley	189	25
124	do	1844		Pittsburgh, Oil City	Allegheny Valley	132	20
125	Conn	925		Norwich, Worcester	Norwich and Worcester	60	20
126	Ill	11425		East Saint Louis, Terre Haute.	Terre Haute and Indianapolis Railroad Comp'y, lessees Saint Louis, Vandalia and Terre Haute Railroad.	165.4	30
127	Ohio	9040	9040	Columbus, Athens	Columbus and Hocking Valley ..	77.5	25
128	Pa	1836	2435	Huntingdon, Bedford, Dudley	Huntingdon and Broad Top	57.32	15

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Av'ge weight car'd whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
41,762	46,969	90,731	18,569	619	8 by 10, f. f., a. l.	13	\$75 00	Part; residue \$100, (53)	84
21,034	24,404	45,438	17,919	527	7 by 10, f. f., a. l.	7 ³ / ₄	75 00		85
20,265	12,543	42,808	17,195	573	8 by 8, f. f., a. l.	6	75 00	In May, 1872.	86
12,199	7,667	19,866	16,256	541			75 00	In December, 1871.	87
11,142	7,841	18,983	15,796	526	8 4 by 8, f. f., a. l.	9*	75 00	In July, 1872.	88
4,480	21,603	26,243	15,503	516	10 11 ¹ / ₂ by 6 1, f. f., a. l.	15*	75 00		89
19,564	13,130	32,694	15,385	513	8 6 by 6 6, f. f., a. l.	16 ¹ / ₄	75 00		90
12,954	19,535	32,489	14,586	486	8 by 10, f. f., a. l.	12	75 00	In April, 1872.	91
12,505	8,112	20,623	14,482	482	13 by 8 4, f. f. o., a. l.	13	75 00	In January, 1872.	92
15,566	11,712	27,278	13,308	443	1 car, d. l.	12	75 00	In June, 1872.	93
9,190	3,892	13,082	13,082	436	b. c. No r. a.	6	75 00	do.	94
8,319	8,217	17,136	12,975	432	6 2 by 3 6, f. f., a. l.	6	75 00	In July, 1872.	95
9,974	10,993	19,971	12,873	429	6 by 7 6, 6 by 6 5, 6 by 5, f. f., a. l.	18	75 00		96
9,305	7,426	16,731	11,002	366	8 by 10, f. f., a. l.	12	75 00		97
12,484	15,150	27,634	10,943	364	11 by 7, f. f., a. l.	6 ¹ / ₄	75 00	In July, 1872.	98
7,532	10,096	17,628	10,736	357	7 2 by 12, f. f., a. l.	7	75 00	Part; res. \$100, (61.) In January, 1872.	99
17,014	14,822	31,836	9,609	323	5 by 14, f. f., a. l.	6	75 00		100
2,419	5,927	15,346	9,609	300	11 by 7 4, f. f., a. l.	6	75 00		101
6,749	5,378	11,967	8,987	299	6 4 by 8, f. f., a. l.	9*	75 00	In March, 1872.	102
4,767	5,770	10,537	8,090	269	no r. a.	18	75 00	Branch; main route \$75, (71.)	103
5,765	9,474	15,239	6,762	225	6 by 10, f. f., a. l.	12	75 00	Main route; branches \$50, (191, 195.)	104
5,972	3,080	9,052	6,586	219	8 by 8, f. f., a. l.	6	75 00		105
2,942	2,039	4,981	4,329	144	No separate apt. No r. a.	6	68 37		106
19,323	9,563	28,886	19,171	639	24 by 9, f. f. o., d. l.	12	62 50	In July, 1872. Part; res. \$125, (41.)	107
9,335	5,692	15,027	8,526	284	9 by 24, f. f. o., a. l.	6	62 50	In July, 1872.	108
6,435	3,322	9,757	5,983	33	No r. a.	9*	62 50		109
5,366	2,276	7,642	5,162	172	6 by 6, f. f., a. l.	6	62 16	In June, 1872.	110
5,724	3,650	9,374	7,253	242	7 by 7. No r. a.	12	60 24		111
11,554	5,291	17,145	10,281	342	7 by 10, f. f., d. l., 11 miles; residue no r. a.	12	60 00		112
2,224	12,956	32,680	9,166	306	8 by 10, furniture, a. l.	6	55 00	In March, 1872.	113
1,046	3,894	7,980	7,980	266	b. c. No r. a.	12	55 00	In May, 1872.	114
4,729	73,775	118,504	96,517	3,217	11 by 7 6, 22 by 7 6, f. f. o., a. l.	12	50 00	In March, 1872.	115
2,130	26,146	61,576	47,975	1,599	17 6 by 8 6, f. f., a. l.	12	50 00	In May, 1872.	116
15,293	45,796	31,136	11,038	1,038	14 by 9 6, f. f., a. l.	6	50 00		117
1,215	36,961	102,196	26,113	937	7 by 10, 6 by 16, f. f., 24 lines daily, 29 miles, a. l. res.	9*	50 00		118
24,222	8,315	32,567	25,303	840	30 9 by 7 6 ¹ / ₂ , 18 3 by 8 9, f. f. c., a. l.	6	50 00	In March, 1872.	119
2,746	8,717	27,315	25,084	836	8 by 10, f. f., a. l.	12	50 00	In April, 1872.	120
2,746	12,500	32,247	23,684	789	r. p. o., 39 3 by 8 1, f. f. o., a. l.	12	50 00	Part; res. \$200, (13.) In March, 1872.	121
2,195	20,504	47,700	21,715	714	6 by 12, f. f., d. l.	12	50 00	In March, 1872.	122
21,522	44,571	97,953	19,969	666	7 by 10, 6 by 16, f. f., 24 lines daily, 29 miles, a. l. res.	9*	50 00	In July, 1870.	123
24,761	14,416	39,177	18,843	628	by 10, f. f., a. l.	12	50 00	In December, 1871.	124
1,297	14,911	35,843	17,370	579	10 by 6 3, f. f., a. l.	15*	50 00	In March, 1872.	125
12,123	13,703	28,226	13,116	486	11 by 7 6, 22 by 7 6, f. f., a. l.	12	50 50	27 days. In Jan., 1871.	126
14,121	2,639	23,160	13,185	439	12 by 7, f. f., a. l.	12	50 00	Main route; branch \$50, (190.)	127
2,736	7,189	14,965	10,367	345	7 by 15, fixtures, a. l.	6	50 00		128

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
129	Ohio ..	9006	9006	Leavittsburgh, Sharon	Atlantic and Great Western	31	22
130	Pa	1841	2440	Blairsville, Allegheny	Pennsylvania	63.7	18
131	Minn ..	13501		La Crosse, Winnebago City ..	Southern Minnesota	170.5	20
132	Miss ..	7007	7004	Artesia, Columbus	Mobile and Ohio	14	18
133	Pa	1840	2439	Tyrone, Lock Haven, Bellefonte ..	Pennsylvania, lessees	57.6	17
134	do	1837	2436	Tyrone, Clearfield	do	40.23	15
135	N. J ..	1608	2126	New York, Pemberton Junction ..	New Jersey Southern	84.6	22
136	Pa	1834	2434	Hanover, Gettysburgh	Susquehanna, Gettysburgh and Potomac ..	17.5	20
137	do	1845	2443	Branch Junction, Indiana	Pennsylvania	19	18
138	Mo	10508		Tipton, Boonville	Pacific, of Missouri	25	12
139	Mass ..	606		Boston, Woonsocket Falls ..	Boston, Hartford and Erie ..	39.68	22
140	Kans ..	14006		Junction City, Parsons	Missouri, Kansas and Texas ..	156.25	17
141	Pa	1833	2433	Hanover Junction, Littlestown ..	Hanover Branch	20.4	20
142	do	1826	2425	Irvine, Oil City	Oil Creek and Allegheny River ..	50.2	18
143	Ohio ..	9005	9005	Hudson, Millersburgh	Cleveland, Zanesville and Cincinnati ..	62	24
144	Mass ..	672		New Bedford, West Wareham ..	New Bedford and Taunton	16.25	25
145	Kans ..	14004		Saint Joseph, Hanover	Saint Joseph and Denver City ..	127	16
146	Tenn ..	10123		Nashville, Lebanon	Tennessee and Pacific	31	15
147	Del	2803	3403	Clayton, Easton	Pacific, of Delaware	44	20
148	Miss ..	7007		Muldon, Aberdeen	Mobile and Ohio	9	18
149	Pa	1813	2413	Pottsville, Tamaqua	Philadelphia and Reading	17.5	16
150	N. Y ..	1577		Syracuse, Lacona	Syracuse Northern	44.92	16
151	Ohio ..	9028	9028	Hamilton, Indianapolis	Cincinnati and Indianapolis Junction ..	99.01	22
152	N. J ..	1698	2107	Camden, Atlantic City	Camden and Atlantic	60	25
153	Pa	1839	2438	Cresson, Ebensburg	Pennsylvania	11.3	11
154	Iowa ..	11002		Albia, Northwood	Central, of Iowa	189.2	20
155	Md	2907	3507	Lake Roland, Sabillasville ..	Western Maryland	62.6	16
156	Pa	1835	2415	Suabury, Hazleton	Danville, Hazleton and Wilkesbarre ..	54.9	20
157	Ala	6729	6611	Gainesville, Gainesville Junction ..	Mobile and Ohio	22	18
158	Mass ..	745		Worcester, Gardner	Boston, Barre and Gardner	27	25
159	Pa	1862	2454	Freeport, Butler	Pennsylvania	21.4	14
160	do	1818	2418	Scranton, Carbondale	Delaware and Hudson Canal and Railroad ..	17	17
161	Ala	6615		Chattanooga, Birmingham ..	Alabama and Chattanooga	143	20
162	Pa	1832	2432	York, Columbia	Pennsylvania, lessees	14	15
163	do	1830	2430	Chambersburgh, Hagerstown ..	Cumberland Valley	22	20
164	Ill	11433		Beardstown, Shawneetown ..	Springfield and Illinois Southern ..	229.7	22
165	Pa	1875		Lawrenceville, Wellaborough ..	Fall Brook Coal Company, lessees Wellaborough and Lawrenceville Railroad ..	23.5	15
166	Ohio ..	9041	9041	Niles, New Lisbon	Niles and New Lisbon	33.14	17
167	Md	2909	3510	Salisbury, Berlin	Wicomico and Pocomoke	23	20
168	Pa	1875	2466	Lawrenceville, Wellaborough ..	Fall Brook Coal Company, lessees Wellaborough and Lawrenceville Railroad ..	23.5	18
169	N. J {	1628 }	2121	Waterloo, Franklin Furnace, Branchville ..	Sussex	31	23
170	Md. {	1741 }	3501	Perryville, Port Deposit	Philadelphia, Wilmington and Baltimore ..	4	33
171	Mich ..	12523		Monteith, Muskegon	Michigan, Lake Shore	68.75	19
172	Mo	10517a		Pleasant Hill, Lawrence	Pacific, of Missouri	62	20
173	Del	2-02	3404	Harrington, Lewes	Junction and Breakwater	38.83	29
174	Pa	1838	2437	Altoona, Martinsburgh	Pennsylvania	31.27	15
175	N. J ..	1608	2126	Batontown, Port Monmouth ..	New Jersey Southern	9.8	20
176	Pa	1853	2446	Jamestown, Oil City	Lake Shore and Michigan Southern, lessees ..	51.93	20
177	N. J ..	1654	2117	Lambertsville, Flemington ..	Belvidere Delaware	12.13	25

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight card whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
13 032	11,504	25,336	10,309	343	7 6 by 15, f. f., a. l.	12	\$50 00	Part; res. \$75, (75)	129
13 042	15,390	32,482	10,909	340	5 by 8, f. f., a. l.	71*	50 00		130
13 049	13,257	32,066	9,775	328	10 by 12, f. f., a. l.	6	50 00	In January, 1872.	131
13 050	3,915	9,605	9,605	320	b. c.	7	50 00	In Dec., 1871. Branch; main route \$100, (52.)	132
13 300	6,339	14,929	9,512	317	8 by 10 9, f. f., a. l.	12	50 00		133
13 315	4,134	12,349	9,071	302	do.	6	50 00		134
13 145	7,930	21,075	8,722	290	6 7 by 7 6 7 by 7 1, f. f., a. l.	104*	50 00	Main route; branches \$50, (175, 182, 197.)	135
13 303	2,614	8,817	8,624	287	8 by 6, fixtures, d. l.	12	50 00		136
11 077	4,695	15,772	8,570	285	b. c. Nor. a.	12	50 00		137
11 067	3,967	10,334	8,546	285	16 2 by 8, locked. Nor. a.	6	50 00	In March, 1872.	138
11 223	8,187	19,410	8,973	276	b. c. Nor. a.	12	50 00		139
13 049	13,766	24,796	8,184	272	18 by 7, 15 by 7 6, f. f., a. l.	7	50 00	In September, 1871.	140
13 022	7,347	16,375	7,938	264	6 by 10, f. f., d. l., 13 miles; b. l. 113* c. residue.	113*	50 00		141
13 031	7,112	13,765	7,754	258	6 9 by 10, f. f., a. l.	7 8*	50 00	Part; res. \$75, (80)	142
11 047	8,665	22,112	7,636	254	7 by 11 7, f. f., a. l.	6	50 00		143
13 143	5,364	8,707	7,297	242	Locked room. Nor. a.	15*	50 00	In June, 1872.	144
11 046	5,099	16,745	6,663	222	12 10 by 7 8, f. f., a. l.	6	50 00	In July, 1872.	145
13 134	1,735	8,112	6,666	222	6 by 8, locked. Nor. a.	12	50 00	In January, 1872.	146
13 144	6,944	10,245	6,531	218	7 by 10, f. f., a. l.	6	50 00		147
13 140	2,765	6,545	6,545	216	b. c.	7	50 00	In December, 1871.	148
11 041	3,300	7,340	6,478	216	b. c. Nor. a.	9	50 00		149
13 045	5,379	12,212	6,412	214	7 by 9, f. f., a. l.	6	50 00	In June, 1872.	150
9 099	2,465	18,564	6,417	213	10 by 7, f. f., a. l.	6	50 00		151
13 031	5,366	14,199	6,365	212	8 6 by 6, f. f., a. l.	12	50 00		152
13 041	1,121	5,529	5,529	184	b. c. Nor. a.	12	50 00		153
11 041	17,317	31,210	5,214	177	13 by 7 6, fixtures, a. l.	6	50 00	In February, 1872.	154
13 042	4,630	12,492	5,208	174	8 5 by 7 5, f. f., a. l.	6	50 00		155
13 042	4,715	8,743	5,141	171	9 by 10, f. f., a. l.	6	50 00		156
13 049	3,222	5,131	5,131	171	b. c.	7	50 00	In December, 1871.	157
13 047	3,077	7,984	4,938	164	7 by 6 6, f. f., d. l.	12	50 00	In June, 1872.	158
13 071	1,867	5,935	4,907	163	11 by —, f. f., d. l.	12	50 00		159
13 142	642	5,984	4,698	156	Nor. a.	12	50 00		160
13 045	4,315	10,025	4,512	150	8 by 10, f. f., a. l.	6	50 00	In June, 1872. Part.	161
13 140	2,658	5,336	4,406	148	b. c. Nor. a.	12	50 00		162
13 044	2,550	7,504	4,296	143	8 9 by 8 4, f. f., a. l.	9*	50 00	Part; residue \$100, (62)	163
13 041	11,739	32,530	4,286	142	7 by 11, f. f., a. l.	6	50 00	In May, 1872.	164
13 044	2,083	5,367	4,073	136	10 6 by 7 6, f. f., a. l.	12	50 00	In January, 1872.	165
13 049	4,006	11,255	3,905	130	8 10 by 6 8, f. f., a. l.	6	50 00		166
13 042	1,571	4,193	3,825	127	apt. in passenger-car, fixtures, a. l.	6	50 00		167
13 044	2,350	5,204	3,797	126	11 by 7 6, f. f. c., a. l.	12	50 00	In June, 1872.	168
13 046	4,185	8,785	3,621	120	apt. 12 by 8 to be provided 1 July, and r. a.	8 1/2	50 00	\$100 side-service	169
13 049	1,156	3,595	3,595	119	Nor. a.	12	50 00	In July, 1872. Branch; main route \$375, (3.)	170
13 042	2,801	7,757	3,514	117	4 by 10 f. f., a. l.	6	50 00	In January, 1872.	171
13 041	705	3,625	3,452	116	10 7 by 6 11, a. l.	6	50 00	In March, 1872.	172
13 040	2,567	6,923	3,452	115	8 by 10, f. f., a. l.	6	50 00		173
13 041	7,477	12,961	3,295	109	b. c. Nor. a.	15*	50 00		174
13 042	2,227	6,202	3,043	101	b. c. Nor. a.	12	50 00	Branch; main route \$50, (135.)	175
13 040	2,430	7,110	2,990	100	18 by 8 9, f. f., a. l.	6	50 00	In June, 1872.	176
13 040	2,074	3,690	2,870	95	Nor. a.	12	50 00		177

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
178	Pa . .	1842	2441	Washington, Wheeling	Hempfield Railroad, (operated by Baltimore and Ohio.)	32	16
179	Texas	8561	8505	Hempstead, Giddings	Houston and Texas Central	60.3	25
180	Pa . .	1858	2450	Junction, Milroy	Pennsylvania, lessees	12.4	18
180	N. J .	1748	2130	Whiting, Tuckerton	Tuckerton	29.56	25
181	Md . .	2905	3512	Cumberland, Piedmont	Cumberland and Pennsylvania	34	12
182	N. J .	1608	2126	Manchester, Tom's River	New Jersey Southern	7.5	26
183	Md . .	2913	3511	Townsend, Centerville	Queen Anne's and Kent	36	25
184	Pa . .	1859	2451	Pottsville, Frackville	Philadelphia and Reading	12.26	11.5
185	do . .	1854	2447	Bethlehem, Chapman Quarries	Lehigh and Lackawanna	15	12
186	do . .	1823	2423	Sunbury, Mount Carmel	Northern Central	28	20
187	Ohio .	9042	9042	Newark, Somerset	Newark, Somerset and Straitsville, (operated by Balt. & Ohio.)	24.67	24.5
188	Wis .	13394	.....	Oshkosh, Ripon	Milwaukee and Saint Paul	21	22
189	N. J .	1745	2118	Greensburgh, Pennington	Belvidere Delaware	5.6	20
190	Ohio .	9040	9040	Logan, New Straitsville	Columbus and Hocking Valley	13	25
191	Pa . .	1820	2420	Blossburgh, Morris Run	Tioga	4	16
192	do . .	1248	2469	Lewistown Junction, Sunbury	Pennsylvania, lessees	50	20
193	N. J .	1746	2129	Atison, Bridgeton	Vineland	37.75	25
194	do . .	1748	2130	Whiting, Tuckerton	Tuckerton	29.56	18
195	Pa . .	1820	2420	Blossburgh, Arnot	Tioga	4	16
196	do . .	1827	2426	Strasburgh, Leaman Place	Herr & Co	5	20
197	N. J .	1608	2127	Whiting's, Atco	New Jersey Southern	33.3	17
198	do . .	1721	2102	Somerville, Flemington	Central, of New Jersey	16.06	20
199	Ohio .	9009	9009	Bayard, New Philadelphia	Cleveland and Pittsburgh	32	15
200	do . .	9014	9014	Springfield, Delaware	Cleveland, Columbus, Cincinnati and Indianapolis	50	25
201	Pa . .	1857	2413	Shamokin, Herndon	Philadelphia and Reading	21	17
202	Ohio .	9010	9010	Oneida Mills, Carrollton	Carrollton and Oneida	12	16
203	Pa . .	1816	2416	Hazle Creek Bridge, Hazleton	Lehigh Valley, lessees	10 7-12	20
204	Iowa .	11013	.....	Cedar Rapids, Cedar Falls	Burlington, Cedar Rapids and Minnesota	61.8	25
205	Pa . .	1815	2413	Tamaqua, Shamokin	Philadelphia and Reading	42	17
206	do . .	1805	2405	Philadelphia, Norristown	Philadelphia and Reading, lessees Philadelphia, Germantown and Norristown	17	16.5
207	do . .	1860	2452	Greenville, Irishtown	Shenango and Allegheny	23.5	15
208	Ohio .	9024	9024	Fremont, Findlay	Lake Erie and Louisville	37	15
209	Md . .	2911	3509	Cambridge, Seaford	Dorchester and Delaware	33.5	20
210	Pa . .	1863	2455	Wilmington, Birdsborough	Wilmington and Reading	63.6	20
211	do . .	1865	2457	Junction, Schwenk's Store	Philadelphia and Reading	11	19
212	do . .	1874	2468	Lewisburgh, Mifflinburg	Pennsylvania, lessees	9.2	16
213	Ohio .	9043	9043	Clinton, Massillon	Cleveland and Mount Vernon	13.7	24
214	Pa . .	1870	2462	Schuylkill Haven, Glen Carbon	Philadelphia and Reading	13	15.6
215	do . .	1866	2458	Pottstown, Colebrookdale	do	13.75	17
216	Ind . .	12011	.....	Cambridge City, Columbus	Jeffersonville, Madison and Indianapolis	66	24
217	Pa . .	.....	2471	Towanda, Barclay	Towanda Coal Company	16	10
218	do . .	1868	2460	Lebanon, Pine Grove	Philadelphia and Reading	94	24
219	do . .	1873	2470	Union City, Titusville	Union and Titusville	23.55	15
220	Ohio .	9019	9019	Blanchester, Hillsborough	Marietta and Cincinnati	21	25
221	Ky . .	9790	.....	Anchorage, Shelbyville	Shelby	18	20
222	Pa . .	1855	2448	Downingtown, Honey Brook	Pennsylvania, lessees East Brandywine and Waynesburgh Railway	18	15
223	Tenn .	10007	.....	Nashville, Hickman	Nashville and Chattanooga	170	20
224	Pa . .	1812	2412	Peun Haven, Treackow, Audenreid	Lehigh Valley	17.5	20
225	Iowa .	11012	.....	Burlington, Cedar Rapids	Burlington, Cedar Rapids and Minnesota	98.7	25

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Av'ge weight car'd whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
2,345	2,854	5,099	2,842	94	7 by 5, f. f., a. l.	12	\$50 00		178
2,197	1,772	3,969	2,740	91	20 9 by 7 8½, 18 3 by 8 9, f. f., b. c., a. l.	6	50 00	In October, 1871.	179
2,560	1,497	4,057	2,731	91	b. c. No r. a.	6	50 00		180
2,151	1,714	4,467	2,701	90	6 by 6, furnished, a. l.	6	50 00	In July, 1872.	180
1,772	4,022	6,394	2,501	83	11 6 by —, f. f., a. l.	6	50 00		181
1,336	1,145	2,481	2,481	82	b. c. No r. a.	12	50 00	Branch; main route \$50, (135.)	182
1,092	2,134	5,226	2,413	81	15 by 10, f. f., a. l.	6	50 00	In June, 1872.	183
1,132	2,267	5,399	2,238	74	b. c. No r. a.	6	50 00	Paid only for 8 miles.	184
1,654	1,100	2,754	2,141	71	b. c.	12	50 00		185
2,179	1,754	3,933	2,117	70	12 by 9 6, f. f., a. l.	6	50 00	In June, 1872.	186
2,079	1,082	3,161	2,019	67	b. c. No s. a.	6	50 00	do	187
1,545	1,544	3,129	1,936	64	25 by —, f. f., a. l.	6	50 00	In March, 1872.	188
1,047	720	1,767	1,767	59	No r. a.	12	50 00		189
566	672	1,538	1,316	43	12 by 7, f. f., a. l.	12	50 00	Branch; main route \$50, (127.)	190
854	388	1,242	1,242	41	No r. a.	6	50 00	Branch; main route \$75, (104.)	191
2,347	2,804	5,151	1,054	35	7 by 8, f. f., a. l.	6	50 00	Paid only for 45 miles.	192
1,143	904	2,047	890	30	7 by 8, f. f., a. l.	6	50 00		193
792	106	1,008	842	22	7 by 8, closet, a. l.	6	50 00		194
479	278	748	748	25	No r. a.	6	50 00	Branch; main route \$75, (104.)	195
496	252	748	748	24	do	6	50 00		196
475	799	1,674	603	19	b. c. r. a., a. l.	6	50 00	Branch, (old); main route \$50, (135.)	197
2,250	2,250	4,500	4,500	150	No apartment.	6	43 00		198
4,436	2,279	12,115	5,240	174	13 by 9, f. f., a. l.	6	42 87		199
7,432	8,575	16,027	10,719	357	18 by 8 6, fixtures, a. l.	6	42 86		200
1,641	1,491	3,132	2,496	83	b. c. No r. a.	6	42 86		201
1,747	1,000	2,636	2,636	94	No r. a.	6	41 66	28 days.	202
7,771	5,497	14,267	12,572	419	7 by 10, f. f., d. l.	15	49 00		203
4,370	4,703	13,073	8,722	290	8 by 10, f. f., a. l.	6	40 00	In October, 1871.	204
12,647	8,520	21,167	8,041	268	b. c. No r. a.	6	40 00		205
4,170	2,769	6,939	6,544	218	b. c. No r. a.	12	40 00		206
7,069	4,937	9,997	6,153	203	r. a. in b. c., a. l.	6	40 00		207
7,119	3,479	9,068	5,494	183	5 by 13, fixtures, a. l.	6	40 00		208
2,149	4,029	6,379	3,846	128	8 by 13 6, f. f., a. l.	6	40 00	In February, 1872.	209
7,222	4,314	10,163	3,388	113	7 by 11, f. f., a. l.	6	40 00		210
7,112	1,222	4,034	2,599	86	b. c. No r. a.	6	40 00		211
7,473	3,154	6,627	2,355	79	b. c. No r. a.	12	49 00		212
1,862	1,345	2,407	2,017	67	b. c.	6	40 00		213
2,224	1,360	3,624	1,970	65	b. c. No r. a.	12	40 00		214
1,971	1,357	3,326	1,965	65	b. c. No r. a.	6	40 00		215
7,111	4,325	8,136	1,670	56	6 by 10, f. f., a. l.	6	40 00	In January, 1872.	216
921	669	1,590	1,288	43	r. a. in b. c., a. l.	6	40 00	In July, 1872. Paid for 19 miles only.	217
7,092	1,241	3,341	1,042	34	6 by 6, fixtures, a. l.	6	40 00		218
7,114	1,002	3,189	972	32	9 by 14, f. f., a. l.	6	40 00		219
7,114	4,362	11,420	8,263	275	b. c. No r. a.	6	37 48		220
3,040	1,710	5,150	4,119	138	2 by 5 by 4, d. l.	12	33 33	In March, 1872.	221
7,011	1,757	4,170	2,438	81	b. c. No r. a.	6	33 33		222
7,011	14,044	29,649	12,562	419	9 by 14, fixtures, a. l.	13	30 00		223
7,444	7,453	22,617	11,225	374	7 by 10, f. f., d. l. to Hazelton Junction, a. l. residue.	10½	30 00		224
11,066	8,904	20,046	8,638	288	2 by 10, f. f., a. l.	6	30 00	In October, 1871.	225

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
226	Pa. . .	1831	2431	Columbia, Sinking Springs..	Reading and Columbia.....	39.49	20.2
227	..do . .	1831	2431	Junction, Lancaster .....	.....do	8	22
228	Tenn..	10004	.....	Wartrace, Shelbyville.	Nashville and Chattanooga	8	12
229	Pa. . .	1829	2428	Harrisburgh, Auburn	Schuylkill and Susquehanna	59	22
230	Ky.	9738	.....	Elizabethtown, Greenville ..	Elizabethtown and Paducah	92.8	13
231	Pa. . .	1829	2460	Pine Grove, Tremont	Schuylkill and Susquehanna	7	21
232	Mo.	10515a	.....	Hannibal, Moberly	Toledo, Wabaah and Western....	70.67	15
233	Ill.	11430	.....	Sagetown, Keithsburg	Rockford, Rock Island and Saint Louis.	18	18
234	Pa. . .	1867	2459	Oleopolis, Pithole City	Pithole Valley	7	12
235	Ohio ..	9044	9044	Marietta, Caldwell	Marietta and Pittsburgh	35	20
236	Tenn..	10095	.....	Jasper, Bridgeport	Nashville and Chattanooga	12	12
237	Ga.	6144	.....	Cartersville, Taylorsville....	Cherokee	13.5	15
238	Pa.	1856	2449	West Chester, Intersection ..	West Chester	9	18
239	..do . .	1811	2411	Penn Haven, Mount Carmel ..	Lehigh Valley	49.7	20
240	..do . .	1861	2453	Carlisle, Mountain Creek	South Mountain Iron Company..	18.51	10
241	..do . .	1807	2407	Bridgeport, Downingtown ..	Philadelphia and Reading	21.5	16

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Av'ge weight car'd whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile pr. annum.	Remarks.	Order.
Outward.	Inward.	Total.	Thirty days, total.	Per day, total.					
<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>				
1,322	5,630	12,953	6,333	211	7 10 by 6, a. l.	12	\$30 00	Main route; branch #30, (227.)	226
1,623	4,100	5,923	5,666	188	b. c. No r. a.	6	30 00	Branch; main route #30, (226.)	227
2,390	1,494	3,814	3,814	127	No r. a.	13	30 00	In January, 1872. Branch; main route #150, (29.)	228
3,060	4,054	7,134	3,068	102	b. c. No r. a.	6	30 00	Main route; branch #30, (231.)	229
5,071	3,592	8,653	2,589	86	mail car, f. f., a. l.	6	30 00	In August, 1871	230
1,402	816	2,224	2,224	74	b. c. No r. a.	6	30 00	Branch, (old;) main route #30, (229.) Part of new route.	231
2,538	2,236	4,774	1,763	59	9 by 12, f. f., a. l.	6	30 00	In May, 1872	232
2,270	592	2,862	1,715	57	b. c.	6	30 00	In July, 1872	233
1,111	531	1,642	1,642	54	6 by 6. No r. a.	6	30 00		234
1,142	453	1,597	1,019	34	7 6 by 10, f. f., a. l.	6	30 00		235
530	122	652	652	22	No apartment	6	30 00		236
260	133	393	393	14	6 by 8. No dept. r. a.	6	30 00	27 days. In August, 1871.	237
934	476	1,410	1,410	47	Closet, locked. No r. a.	6	27 77		238
4,310	2,639	6,949	3,350	111	7 by 10, f. f., a. l.	7 1/2	25 00		239
1,530	1,119	2,649	1,163	39	Closet. No r. a.	6	25 00		240
1,113	534	1,647	741	25	b. c. No r. a.	6	25 00		241

JOHN L. ROUTT,
Second Assistant Postmaster-General.

Index to Table E.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama and Ghattanooga	161	6615		Cumberland Valley	62	1830	2430
Allegheny Valley	78	1844	2442	Do	163	1830	2430
Do	124	1844		Danville, Hazleton and	136	1835	2415
American Contract Company, (lessee Evansville, Henderson and Nashville Railroad.)	91	9612a		Wilkesbarre.			
Annapolis and Elk Ridge	66	2908	3508	Dayton and Michigan	50	9027	9027
Atlantic and Great Western	53	9038	9038	Dayton and Union	101	9026	9026
Do	75	9006	9006	Delaware and Hudson Canal	160	1818	2418
Do	79	9038	9038	and Railroad.			
Do	81	9006	9006	Delaware, Lackawanna and	82	1819	2419
Do	64	9038	9038	Western.			
Do	97	1846	2444	Detroit, Lansing and Lake	86	12517	
Do	129	9006	9006	Michigan.			
Baltimore and Ohio	2	2903	3503	Dorchester and Delaware	209	2911	3509
Do	9	2904	3504	East Brandywine and			
Do	44	4102		Waynesburgh. (See Penn-			
Do	67	2906		sylvania.)			
Baltimore and Ohio, (lessee Sandusky, Mansfield and Newark Railroad.)	73	9011	9011	Eastern Shore	108	2904	3402
Baltimore and Ohio	105	2910	3506	Edgefield and Kentucky	120	10008	
Baltimore and Ohio, (operating Hempfield Railway.)	178	1842	2441	Elizabethtown and Paducah	230	9738	
Baltimore and Ohio, (lessee Newark, Somerset and Straitsville Railway.)	187	9042	9042	Evansville, Henderson and			
Bolvidere Delaware	90	1661	2116	Nashville. (See American			
Do	177	1654	2117	Contract Compy, lessee.)			
Do	189	1745	2118	Fall Brook Coal Company, (operating Wellsborough and Lawrenceville Rail-	165	1875	
Boston, Barre and Gardner	158	745		road.)			
Boston, Hartford and Erie	122	607		Do	168	1875	2466
Do	139	606		Galveston, Houston and	23	8532	
Burlington, Cedar Rapids and Minnesota.	113	11012		Henderson.			
Do	204	11013		Hanover Branch	141	1833	2433
Do	225	11012		Hempfield. (See Baltimore and Ohio.)			
Camden and Atlantic	152	1698	2107	Herr and Company	196	1827	2426
Carrollton and Oneida	202	9010	9010	Houston and Texas Central	56	8505	
Catawissa	100	1814	2414	Do	60	8503	8504
Central, of Iowa	154	11008		Do	119	8505	
Central, of New Jersey	198	1721	2102	Do	179	8561	8565
Central Ohio	14	9001	9001	Huntingdon and Broad Top	124	1836	2435
Cherokee	237	6144		Indianapolis, Cincinnati and	38	12003	
Chicago and Northwestern	94	12846		Lafayette.			
Chicago, Milwaukee and Saint Paul.	114	11016a		Do	48	12005	
Chicago, Rock Island and Pacific.	12	11404		Jamesburgh & Agricultural	106	1670	2115
Do	24	11005		Jeffersonville, Madison and	216	12001	
Do	87	11412		Indianapolis.			
Cincinnati and Indianapolis Junction.	151	9028	9028	Junction and Breakwater	173	2902	3404
Cincinnati and Muskingum Valley.	98	9033	9033	Kansas Pacific	49	14001	
Cincinnati, Hamilton and Dayton.	21	9030	9030	Do	65	14001	
Do	37	9030	9030	Kent County	95		3513
Cincinnati, Richmond and Chicago.	69	9029	9029	Lackawanna & Bloomsburgh	85	1817	2417
Cleveland and Mount Vernon	213	9043	9043	Lake Erie and Louisville	208	9024	9024
Cleveland and Pittsburgh	32	9007	9007	Lake Shore and Michigan	4	12501	
Do	40	9003	9003	Southern.			
Do	199	9009	9009	Do	5	9004	
Cleveland, Columbus, Cincinnati and Indianapolis.	15	9015	9015	Do	6	1039	
Do	16	9015	9015	Do	7	9021	
Do	17	9015		Do	8	12501	
Do	18	9015		Lake Shore and Michigan	176	1833	2446
Do	19	9018		Southern, (lessee.)			
Do	20	9015	9015	Lehigh and Lackawanna	185	1854	2447
Do	22	9015		Lehigh Valley	118	1810	2410
Do	200	9014	9014	Do	123	1810	
Cleveland, Zanesville and Cincinnati.	143	9005	9005	Lehigh Valley, (lessee.)	203	1816	2416
Columbus and Hocking Valley	127	9040	9040	Lehigh Valley	224	1812	2412
Do	190	9040	9040	Do	239	1811	2411
Cumberland and Pennsylvania	181	2905	3512	Louisville and Nashville, (lessee Memphis and Ohio.)	45	10010	
				Marietta and Cincinnati	28	9032	9032
				Do	46	9032	
				Do	117	9020	9020
				Do	220	9019	9019
				Marietta and Pittsburgh	225	9044	9044
				Maryland and Delaware	147	2803	3403
				Memphis and Ohio. (See			
				Louisville and Nashville.)			
				Memphis, Clarksville and	74	10009	
				Louisville.			
				Michigan and Lake Shore	171	12527	
				Milwaukee and Saint Paul	188	13394	

Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Missouri, Kansas and Texas	39	10512		Philadelphia, Wilmington and Baltimore.	3	2901	3501
Do	140	14006		Do	41	2801	3401
Mobile and Ohio	52	7007	7004	Do	42	2801	3401
Do	132	7007	7004	Do	107	2801	3401
Do	148	7007		Do	170	2901	3501
Do	157	6729	6611	Do	234	1867	2459
Nashville and Chattanooga	26	10004		Pithole Valley	112	202	
Do	29	10004		Portland and Ogdensburg	112	202	
Do	31	10004		Queen Anne's and Kent	226	1831	2431
Do	92	10007		Reading and Columbia	226	1831	2431
Do	223	10007		Do	227	1831	2431
Do	224	10004		Rockford, Rock Island and Saint Louis.	76	11429	
Do	236	10005		Do	233	11430	
Nazarett	77	942		Saint Joseph and Denver City	72	11404	
Newark, Somerset & Straitsville. (See Baltimore and Ohio.)				Saint Louis, Alton and Terre Haute.		11422	
New Bedford and Taunton	83	678		Saint Louis, Vandalia and Terre Haute. (See Terre Haute and Indianapolis.)			
Do	144	672		Salem	111	1703	2113
New Jersey Southern	135	1608	2126	Sandusky, Mansfield and Newark. (See Baltimore and Ohio.)			
Do	175	1608	2126	Savannah and Charleston	54	5606	
Do	182	1608	2126	Schuylkill and Susquehanna	229	1829	2428
Do	197	1608	2127	Do	231	1829	2460
Niles and New Lisbon	166	9041	9041	Shelby	221	9796a	
Northern Central	10	2902	3502	Shenango and Allegheny	207	1860	2452
Do	11	2302	3502	Southern Minnesota	131	13501	
Do	25	2902	3502	South Mountain Iron Company.	240	1861	2453
Do	47	1821	2421	Springfield and Illinois	164	11433	
Do	68	1031	2423	Southeastern.			
Do	186	1823	2423	Susquehanna, Gettysburg and Potomac.	136	1834	2434
Northern, of New Jersey	110	1602	2103	Sussex	169	1628 1741	2121
North Pennsylvania	71	1804	2404	Syracuse Northern	150	1577	
Do	103	1804	2404	Tennessee and Pacific	146	10123	
North and Worcester	125	925		Terre Haute and Indianapolis. (lessees Saint Louis, Vandalia and Terre Haute.)	115	11425	
Ohio and Mississippi	57	12396	12018	Do	126	11425	
Do, Creek and Allegheny River.	80	1826	2425	Do	104	1820	2420
Do	142	1826	2425	Do	191	1820	2420
Ohio of Missouri	13	10501		Do	195	1820	2420
Do	121	10501		Toledo, Wabash and Western.	27	9022	9022
Do	138	10508		Do	35	9022	9022
Do	172	10517a		Do	36	9022	9022
Pennsylvania	1	1801	2401	Do	116	11426	
Pennsylvania, (lessees)	30	1822	2422	Do	232	10515a	
Do	70	1822	2422	Towanda Coal Company	217	2471	
Pennsylvania	69	1822	2427	Tuckerton	180a	1748	2130
Do	130	1841	2440	Do	194	1748	2130
Pennsylvania, (lessees)	133	1840	2439	Union and Titusville	219	1873	2470
Do	134	1837	2436	Vicksburg and Meridian	61	7003	
Pennsylvania	137	1845	2443	Do	99	7003	
Do	153	1839	2439	Vineland	193	1740	2139
Do	159	1862	2454	Wellsboro and Lawrenceville. (See Fall Brook Coal Co.)			
Pennsylvania, (lessees)	162	1832	2432	West Chester	238	1856	2440
Do	174	1838	2437	West Chester and Philadelphia	96	1803	2403
Pennsylvania	180	1858	2450	Western Maryland	153	2907	3507
Pennsylvania, (lessees)	192	1848	2469	Do	55	1694	2110
Do	212	1874	2468	Do	58	1694	2110
Pennsylvania, (lessees East Bradywine and Waynesburgh.)	222	1835	2448	Do	59	1702	2111
Philadelphia and Baltimore	93	1808	2408	Do	64	1702	2111
Do				Do	88	1709	2112
Philadelphia and Darby	109	1806	2406	Do	102	1709	2112
Philadelphia and Reading	51	1802	2402	White Water Valley	43	9035	3505
Do	149	1813	2413	Wicomico and Pocomoke	167	2909	3510
Do	184	1839	2451	Wilmington and Reading	210	1863	2455
Do	201	1857	2413	Wilmington, Columbia and Augusta.	33	5601	5604
Do	205	1815	2413	Do	34	5601	5604
Philadelphia and Reading	206	1805	2405	Do	63	5601	5604
Do, (lessees Philadelphia, Germantown, and Norristown.)							
Philadelphia and Reading	211	1885	2457				
Do	214	1871	2462				
Do	215	1866	2453				
Do	218	1864	2460				
Do	241	1807	2407				
Philadelphia, Germantown, and Norristown. (See Philadelphia and Reading.)							

F.—Table showing the re-adjustment of the rates of pay per mile on certain railroad routes, mails, the speed with which they are conveyed, the accommodations

[**ABBREVIATIONS.**—*f. f.*, fixtures and furniture; *f. f. c.*, fixtures and furniture complete; *m. c.*, mail-line; *r. a.*, route-agents; *m. m.*, mail-messenger. A number followed by an asterisk (*) shows the in parentheses in the "Remarks" column refer to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.		
1	Ohio ..	9004		Erie, Cleveland	Lake Shore and Michigan Southern.	96	22, 649	30	
2	Mich..	12501		Toledo, Chicago	Lake Shore and Michigan Southern.	294. 85	21, 044	30	
3	N. Y. .	1039		Buffalo, Erie	Lake Shore and Michigan Southern.	89	20, 490	30	
4	Ohio ..	9021		Toledo, Cleveland	Lake Shore and Michigan Southern.	114	19, 193	30	
5	Md ...	2902	3502	Baltimore, Sunbury ...	Northern Central	140. 70	13, 314	30	
6	Ohio ..	9022	9022	Toledo, Quincy	Toledo, Wabash and Western.	476	6, 721	22	
7	Mo ...	10501		Saint Louis, Wyandotte	Pacific, of Missouri	283. 50	5, 697	25	
8	Tenn ..	10004		Stevenson, Chattanooga	Nashville and Chattanooga.	39	7, 027	30	
9	La	8002	8002	New Orleans, Canton ..	New Orleans, Jackson and Great Northern.	206	6, 719	19	
10	Md ...	2904	3504	Baltimore, Wheeling ...	Baltimore and Ohio	377	5, 439	34	
11	Miss ..	7001	7001	Canton, Jackson	Southern Railroad Association, leases Mississippi Central Railroad.	237	4, 657	21	
12	Ohio ..	9032	9032	Cincinnati, Parkersburgh.	Marietta and Cincinnati...	206	3, 732	30	
13	Ohio ..	9001	9001	Bellaire, Columbus ...	Central Ohio	137½	3, 373	22½	
14	Ill	11425		East Saint Louis, Terre Haute.	Terre Haute and Indianapolis, leases Saint Louis, Vandalia and Terre Haute Railroad.	165. 40	3, 217	30	
15	W. Va..	4102		Grafton, Parkersburgh	Baltimore and Ohio	104	3, 010	28	
16	Pa.	1821	2421	Williamsport, Elmira ..	Northern Central	78	2, 705	30	
17	Texas ..	8502		Houston, Galveston ...	Galveston, Houston and Henderson.	50	2, 650	30	
18	Va.	4401		Alexandria, Lynchburgh.	Orange, Alexandria and Manassas.	171	7, 066	.....
19	Va.	4414		Lynchburgh, Bristol ..	Virginia and Tennessee ...	205	6, 692	.....
20	Tenn ..	10011	10010	Memphis, Paris	Louisville and Nashville, leases Memphis and Ohio Railroad.	132. 50	3, 073	22	
21	Ohio ..	9032		Cincinnati, Parkersburgh.	Marietta and Cincinnati...	197	2, 903	25	
22	Ohio ..	9030	9030	Hamilton, Dayton	Cincinnati, Hamilton and Dayton.	33. 92	2, 822	30	

and on certain new routes the adjustment of the rates, based upon returns of the weight of the provided for mails and agents, and the number of trips per week.

catchers; r. p. o., railway post-office; apt., apartment; b. c., baggage-car; d. l., double line; s. l., single equivalent in round trips, a more particular statement in tabular form being inconvenient. The figures

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 40 by 9, f. f. c. d. l., (size to be increased.)	12	375 00	250 00	36,000 00	24,000 00	Jan. 1, 1872	.....	1
r. p. o., 36 by 9, 50 by 9, f. f. c., 3 lines daily.	24	375 00	250 00	106,818 75	71,212 50	Jan. 1, 1872	.....	2
r. p. o., 40 by 9, f. f. c. d. l., (size to be increased.)	12	375 00	250 00	33,375 00	22,250 00	Jan. 1, 1872	.....	3
r. p. o., 40 by 9, f. f. c. d. l., (size to be increased.)	12	375 00	250 00	42,750 00	28,500 00	Jan. 1, 1872	.....	4
r. p. o., 40 by 9, 6, 45 by 9, f. f. c., a. l.; r. a. apt., 12 by 9, f. f. a. l.	12	300 00	200 00	42,210 00	25,345 00	July 1, 1872	55.9 miles formerly at \$150.	5
r. p. o., 43 by 10, f. f. c., a. l. (See remark.)	12	225 00	150 00	107,100 00	71,400 00	July 1, 1872	Co. to furnish r. p. o. 50 feet long, and run an additional line between Lafayette and Decatur, when required. Main route; branches \$75 (57) and \$35, (86.) Part; residue \$100, (45.)	6
r. p. o., 39 3 by 8 1, f. f. c., a. l.	18	215 00	200 00	61,382 50	57,100 00	July 1, 1872	Part of main route; residue \$150; branch \$40, (110.)	7
by 14, f. f. c., a. l.; and r. p. o., 43 3 by 9 10, f. f. c., a. l.	20	200 00	150 00	7,600 00	5,850 00	Jan. 1, 1872	.....	8
21 by 9, 16 by 9, f. f. a. l.	13	200 00	150 00	41,200 00	30,900 00	July 1, 1871	Ordered Jan., 1872....	9
by 16 8, f. f. c., a. l.	18	200 00	247 10	75,400 00	93,900 00	July 1, 1872	3 miles decrease.....	10
25 by —, f. f. c., a. l.	14	200 00	150 00	47,400 00	35,550 00	Oct. 1, 1871	.....	11
14 by 9 6, f. f. c., a. l.	19	175 00	150 00	36,050 00	30,900 00	July 1, 1872	.....	12
15 by 9 8, f. f. c., a. l.	24	175 00	200 00	24,128 12	27,575 00	July 1, 1872	.....	13
11 by 7 6, 22 by 7 6, f. f. c., a. l.	12	175 00	75 00	28,945 00	12,405 00	Jan. 1, 1872	.....	14
6 by 14, 8 6 by 14 6, f. f. c., a. l.	16*	175 00	110 00	18,200 00	11,440 00	July 1, 1872	.....	15
r. p. o., 40 by 9 6, 45 by 9 6, f. f. c., a. l.; r. a. apt., 12 by 9 6, f. f. a. l.	12	175 00	100 00	13,650 00	7,800 00	July 1, 1872	.....	16
12 by 5, f. f. a. l.	12	180 00	125 00	8,000 00	6,700 00	Oct. 20, 1871	3.6 miles decrease.....	17
25 by 8, 20 by 8, f. f. c.	14	150 00	100 00	25,650 00	17,100 00	July 1, 1870	Returns for 1867. Re-adjustment for one year; ordered July, 1872.	18
6 by 21 6, f. f. c.	14	150 00	100 00	30,750 00	20,500 00	July 1, 1870	Returns for 1867. Re-adjustment for one year; ordered July, 1872.	19
13 6 by 2, f. f. c., a. l.	13	150 00	100 00	19,875 00	13,250 00	July 1, 1870	Ordered July, 1872....	20
14 by 9 6, f. f. c., a. l.	18	150 00	100 00	22,550 00	19,700 00	Oct. 1, 1871	.....	21
by 12, f. f. c., a. l.	31	150 00	125 00	5,088 00	4,375 00	July 1, 1872	1.08 miles decrease. Part; residue \$175 as formerly.	22

F.—Table showing the re-adjustment of the rates of pay

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.		
23	Ind ...	12003		Indianapolis, Cincinnati	Indianapolis, Cincinnati and Lafayette.	113.50	2,574	30	
24	Ind ...	12003		Indianapolis, Lafayette	Indianapolis, Cincinnati and Lafayette.	65½	2,006	30	
25	N. Y.	1031		Canandaigua, Elmira	Northern Central	68.50	1,891	25	
26	Kans	14001		Kansas City, Cheyenne	Kansas Pacific	745	1,800	20	
27	Ill ...	11426		Decatur, Saint Louis	Toledo, Wabash and Western	112	1,595	22	
28	Ohio ..	9027	9027	Dayton, Toledo	Dayton and Michigan	142	1,653	30	
29	Mo ...	10512		Sedalia, Fort Gibson	Missouri, Kansas and Texas	267	1,651	17½	
30	Pa ...	1802	2402	Philadelphia, Pottsville	Philadelphia and Reading	92.50	1,476	23½	
31	Miss	7007	7004	Mobile, Columbus, Ky	Mobile and Ohio	472.70	1,363	20	
32	S. C. ...	5606		Charleston, Savannah	Savannah and Charleston	104	1,307	15	
33	Ohio ..	9038	9038	Salamanca, Corry	Atlantic and Great Western	61	1,311	35	
34	Ohio ..	9029	9029	Hamilton, Richmond	Cincinnati, Richmond and Chicago	45.10	1,300	30	
35	Pa ...	1822	2422	Williamsport, Erie	Pennsylvania	247.50	1,174	22	
36	Pa ...	1804	2404	Philadelphia, Bethlehem	North Pennsylvania	54	1,128	30	
37	Ind ...	12396	12018	Jeffersonville, North Vernon	Ohio and Mississippi	53.50	1,117	30	
38	Ohio ..	9020	9020	Portsmouth, Reed's Mills	Marietta and Cincinnati	56	1,038	25	
39	Ill ...	11422		East Saint Louis, Duquoin	Saint Louis, Alton and Terre Haute	70.80	1,021	23½	
40	Pa ...	1810	2410	Allentown, Waverly	Lehigh Valley	189.50	937	25	
41	Ohio ..	9011	9011	Sandusky, Newark	Baltimore and Ohio	116	915	25	
42	Tenn	10010	10009	Guthrie, Paris	Memphis, Clarksville and Louisville	82.50	908		
43	Ohio ..	9006	9006	Cleveland, Leavittsburgh	Atlantic and Great Western	49.75	901	22	
44	Tex...	8505		Hempstead, Austin	Houston and Texas Central	118.70	840	18½	
45	Mo ...	10501		Wyandotte, Atchison	Pacific, of Missouri	44.25	789	25	
46	Tenn	10008		Nashville, Guthrie	Edgefield and Kentucky	48	836	23	
47	Mass	607		Boston, Southbridge	Boston, Hartford and Erie	70	704	25	
48	Conn	942		Bridgeport, Winsted	Naugatuck	62	774	22	
49	Pa ...	1844	2442	Pittsburgh, Oil City	Allegheny Valley	132.71	773	25	
50	Pa ...	1826	2425	Oil City, Corry	Oil Creek and Allegheny River	44.80	704	18	
51	Mass	678		Taunton, New Bedford	New Bedford and Taunton	20.50	658	27	
52	Kans	14001		Leavenworth, Lawrence	Kansas Pacific	33	632	20	
53	Pa ...	1819	2419	Binghamton, New Hampton	Delaware, Lackawanna and Western	144.50	620	25	
54	Ohio ..	9038	9038	Corry, Dayton	Atlantic & Great Western	328.55	619	35	
55	Pa ...	1810		Allentown, Waverly	Lehigh Valley	189	666	25	
56	Pa ...	2625	1844	Pittsburgh, Oil City	Allegheny Valley	132	628	20	
57	Ohio ..	9022	9022	Clayton, Keokuk	Toledo, Wabash and Western	44	586	24	
58	Conn	925		Norwich, Worcester	Norwich and Worcester	60	579	20	
59	Mich	12517		Detroit, Howard City	Detroit, Lansing and Lake Michigan	164	573	22	

per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
12 by 8 f. f. a. l.	18	150 00	125 00	17,025 00	14,187 50	Oct. 1, 1871	.....	23
12 by 8 f. f. a. l.	18	150 00	100 00	9,843 75	6,562 50	Oct. 1, 1871	.....	24
12 by 9 6 f. f. d. l.	12	150 00	75 00	10,275 00	5,137 50	July 1, 1872	.....	25
12 by 9 f. f. a. l.	7 1/2	150 00	100 00	111,750 00	74,500 00	July 1, 1872	Main route; branch \$85, (52.)	26
12 by 8 6 f. f. a. l. (See remark.)	12	150 00	50 00	16,800 00	5,600 00	July 1, 1872	Co. to furnish r. p. o. 50 feet long, a. l. (See 6.)	27
12 by 12 f. f. a. l.	15-	125 00	100 00	17,750 00	14,900 00	July 1, 1872	7 miles decrease	28
12 by 15 by 7 6 f. f. a. l.	7	125 00	100 00	.....	.....	Jan. 1, 1871	New. Ordered Nov., 1871.	29
12 by 11 f. f. a. l.	12	125 00	100 00	11,562 50	9,300 00	July 1, 1872	1/2 mile decrease	30
12 by 9 f. f. a. l.	7	125 00	100 00	58,087 50	47,270 00	July 1, 1871	Ordered Feb., 1872. Main route; branch \$60, (75.)	31
12 by 12 f. f. a. l.	13	125 00	100 00	13,000 00	10,400 00	Apr. 1, 1872	1/2 mile decrease. Part; residue \$80, (54.)	32
12 by 10 f. f. a. l.	13	110 00	100 00	6,710 00	6,150 00	July 1, 1872	2.9 miles decrease	33
12 by 12 f. f. a. l.	12	110 00	75 00	4,961 00	3,600 00	July 1, 1872	1/2 mile decrease. Part; residue \$150.	34
12 by 14 fitted, a. l. to Warren, d. l. residue.	14 1/2	100 00	75 00	24,750 00	18,600 00	July 1, 1872	1/2 mile decrease. Part; residue \$150.	35
12 by 12 smoking-car f. f. a. l.	42	100 00	75 00	5,400 00	4,050 00	July 1, 1872	Main route; branch \$75 as formerly.	36
12 by 12 in h. c. and partitioned off, a. l.	13	100 00	.....	.....	.....	Apr. 1, 1870	New. Ordered June, 1872.	37
12 by 9 6 f. f. a. l.	6	100 00	50 00	5,600 00	2,800 00	July 1, 1872	.....	38
12 by 8 6 f. f. a. l.	14 1/2	100 00	75 00	7,080 00	5,310 00	Apr. 1, 1872	.....	39
12 by 11 6 by 16 f. f. a. l. 2 m. a. l. residue.	9-	100 00	75 00	18,950 00	14,175 00	July 1, 1872	1/2 mile increase	40
12 by 16 6 f. f. c.	14 1/2	100 00	75 00	11,600 00	8,700 00	July 1, 1872	.....	41
12 by 11 6 f. f. a. l.	10-	100 00	75 00	8,250 00	6,187 50	July 1, 1870	Ordered May, 1872	42
12 by 15 f. f. a. l.	12	100 00	75 00	4,975 00	3,750 00	July 1, 1872	1/2 mile decrease. Part; residue \$60, (70.)	43
12 by 12 18 3 6 f. f. c. a. l.	6	100 00	50 00	11,870 00	5,935 00	July 1, 1872	.....	44
12 by 12 3 by 8 f. f. a. l.	12	100 00	50 00	4,425 00	2,212 50	July 1, 1872	Part; residue \$215, (7.)	45
12 by 12 f. f. a. l.	12	90 00	50 00	4,320 00	2,400 00	April 1, 1872	.....	46
12 by 12 f. f. d. l.	12	90 00	50 00	6,300 00	3,500 00	Jan. 1, 1872	.....	47
12 by 12 f. f. a. l.	12	85 00	75 00	5,270 00	4,650 00	April 1, 1872	.....	48
12 by 12 f. f. a. l.	12	85 00	75 00	11,280 35	9,853 25	July 1, 1872	.....	49
12 by 10 f. f. a. l.	21 1/2	85 00	75 00	3,208 00	3,330 00	July 1, 1872	0.4 mile increase. Part; residue \$35, (87.)	50
12 by 12 room; no f. f. a. l.	31	85 00	75 00	2,355 00	2,000 00	April 1, 1872	Allowance for m. m. service, formerly \$462.50, increased to \$612.50.	51
12 by 12 f. f. a. l.	12	85 00	100 00	2,805 00	3,300 00	July 1, 1872	Branch; main route \$150, (26.)	52
12 by 12 f. f. a. l.	9 1/2	80 00	75 00	11,560 00	10,830 00	July 1, 1872	0.1 mile increase	53
12 by 10 f. f. a. l.	13	80 00	75 00	28,284 00	24,450 00	July 1, 1872	2.55 miles increase. Part; residue \$110, (33.)	54
12 by 16 f. f. a. l. residue daily	9	75 00	50 00	14,175 00	9,450 00	July 1, 1870	Ordered May, 1872	55
12 by 12 f. f. a. l.	12	75 00	50 00	9,900 00	6,600 00	July 1, 1868	Ordered Jan., 1872	56
12 by 9 f. f. a. l.	6	75 00	150 00	3,300 00	6,600 00	July 1, 1872	Branch; main route \$225, (6.)	57
12 by 12 f. f. a. l.	15-	75 00	60 00	4,500 00	3,800 00	Jan. 1, 1872	.....	58
12 by 12 f. f. a. l.	6	75 00	.....	.....	.....	Oct. 1, 1871	New. Ordered July, 1872.	59

F.—Table showing the re-adjustment of the rates of pay

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
60	Ky ...	9612a		Evansville, Guthrie...	American Contract, lessees Evansville, Henderson and Nashville Railroad.	110.66	486	23
61	Ill ...	11425		East St. Louis, Terre Haute.	Terre Haute and Indianapolis, lessees St. Louis, Vandalia and Terre Haute Railroad.	165.40	486	30
62	Ohio ..	9040	9040	Columbus, Athens...	Columbus and Hocking Valley.	77.40	439	25
63	Md ...		3513	Massey's Cross-Roads, Chestertown.	Kent County.	19.55	432	18
64	Tenn ...	1000c	10007	Nashville, Hickman ..	Nashville and Chattanooga	170	419	20
65	Pa	1816	2416	Hazle Creek Bridge, Hazleton, & branch.	Lehigh Valley	16.20	419	20
66	Md	2908	3508	Annapolis, Junction ..	Annapolis and Elk Ridge	20.50	405	20
67	Pa	1812	2412	Junction, Treseckow, Audenreid.	Lehigh Valley	17.50	374	20
68	Ohio ..	9014	9014	Springfield, Delaware.	Cleveland, Columbus and Cincinnati.	50	357	25
69	Pa	1836	2435	Huntingdon, Dudley, New Bridgeport.	Huntingdon and Broad Top	82	345	15
70	Ohio ..	9006	9006	Leavittsburgh, Sharon	Atlantic and Great Western.	31.61	343	22
71	Maine.	202		Portland, North Conway.	Portland and Ogdensburg	61.62	342	24
72	Pa	1841	2440	Blairsville, Allegheny.	Pennsylvania	63.70	340	18
73	Minn ..	13501		La Crosse, Winnebago City.	Southern Minnesota ..	170.50	336	20
74	Pa	1814	2414	Port Clinton, Williamsport.	Catawissa	121.53	323	23
75	Miss ..	7007	7004	Artesia, Columbus, Miss.	Mobile and Ohio	14	330	18
76	Pa	1840	2439	Tyrone, Bellefonte, Lock Haven.	Pennsylvania	57.80	317	17
77	Pa	1837	2436	Tyrone, Clearfield ..	Pennsylvania, lessees ..	40.60	302	15
78	Ohio ..	9026	9026	Dayton, Union City ..	Dayton and Union	48.17	300	25
79	Pa	1834	2434	Hanover, Gettysburgh	Susquehanna, Gettysburgh and Potomac.	17.50	287	20
80	Mass ..	606		Boston, Woonsocket ..	Boston, Hartford and Erie.	39.68	276	22
81	Kans ..	14006		Junction City, Parsons	Missouri, Kansas and Texas	156.50	272	17
82	Ohio ..	9035	9035	Valley Junction, Hagerstown.	White Water Valley	70.35	295	18.2
83	Iowa ..	11013		Cedar Rapids, Cedar Falls.	Burlington, Cedar Rapids and Minnesota.	61.80	290	25
84	Iowa ..	11012		Burlington, Cedar Rapids.	Burlington, Cedar Rapids, and Minnesota.	98.70	288	25
85	Pa	1845	2443	Branch Junction, Indiana.	Pennsylvania	19	285	18
86	Ohio ..	9022	9022	Bluff City, Naples	Toledo, Wabash and Western.	4	282	20
87	Pa	1826	2425	Irvine, Oil City	Oil Creek and Allegheny River.	50.20	258	18
88	Ohio ..	9005	9005	Hudson, Millersburgh.	Cleveland, Zanesville and Cincinnati.	65.75	254	24
89	Mass ..	672		New Bedford, West Wareham.	New Bedford and Taunton.	16.25	242	25
90	Ohio ..	9019	9019	Blanchester, Hillsborough.	Marietta and Cincinnati ..	21	275	25
91	Tenn ...	10123		Nashville, Lebanon ...	Tennessee and Pacific	31	222	15
92	Md	2910	3506	Weyerton, Hagerstown	Baltimore and Ohio	24.25	219	20
93	Pa	1805	2405	Philadelphia, Norristown.	Philadelphia and Reading, lessees.	16.24	218	16
94	N. Y. ..	1577		Syracuse, Lacona	Syracuse Northern	44.92	214	16
95	Pa	1831	2431	Columbia, Sinking Spring.	Reading and Columbia	39.70	211	20.2

per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount or annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Post and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
by 10, f. f., a. l. . .	12	75 00				July 16, 1871	New. Ordered May, 1872	60
11 by 7 1/2, 22 by 7 1/2, f. f. c., a. l.	12	75 00				July 1, 1870	New. Ordered Sept., 1872	61
12 by 7, f. f., a. l. . .	12	75 00	50 00	5,805 00	3,870 00	July 1, 1872	Main route; branch \$40, (115.)	62
62 by 3 1/2, f. f., a. l.	6	75 00				July 1, 1872	New	63
9 by 14, fixtures, a. l.	13	75 00	30 00	12,750 00	5,100 00	July 1, 1870	Ordered March, 1872	64
7 by 10, f. f., d. l.	15*	75 00	40 00	1,215 00	423 33	July 1, 1872	5.62 miles increase	65
r. a. in d. c., d. l.	12	75 00	100 00	1,537 50	2,000 00	July 1, 1872	1/2 mile increase	66
7 by 10, f. f., d. l. to Hazleton Junction, a. l. residue.	10 1/2*	60 00	30 00	1,050 00	525 00	July 1, 1872		67
1 by 8 1/2, f. f., a. l.	6	60 00	42 86	3,000 00	2,143 00	July 1, 1872		68
7 by 15, f. f., a. l.	6	60 00	50 00	4,920 00	2,866 00	July 1, 1872	24.68 miles increase. Weight on 57.32 miles.	69
7 1/2 by 15, f. f., a. l.	12	60 00	50 00	1,896 60	1,550 00	July 1, 1872	0.61 mile increase. Part; residue \$100, (43.)	70
7 by 10, d. l., 11 miles	12	60 00				Jan. 1, 1871	New. Ordered Oct., 1871.	71
5 by 8 1/2, f. f., a. l. . .	7 1/2*	60 00	50 00	3,822 00	3,185 00	July 1, 1872		72
19 by 12, f. f., a. l. . .	6	60 00	50 00	10,230 00	8,525 00	Jan. 1, 1872		73
5 by 14, f. f., a. l. . .	6	60 00	75 00	7,291 80	9,114 75	July 1, 1872		74
.....	7	60 00	50 00	840 00	700 00	July 1, 1871	Ordered Feb., 1872. Branch; main route \$125, (31.)	75
by 10 1/2, f. f., a. l. . .	12	60 00	50 00	3,468 00	2,880 00	July 1, 1872	0.2 mile increase	76
by 10 1/2, f. f., a. l. . .	6	60 00	50 00	2,436 00	2,036 50	July 1, 1872	0.13 mile decrease	77
by 7 1/2, f. f., a. l. . .	6	60 00	75 00	2,890 20	3,600 00	July 1, 1872	0.17 mile increase	78
by 6, fixtures, d. l.	12	60 00	50 00	1,050 00	875 00	July 1, 1872		79
r. a. c. nor. a. l.	12	60 00	50 00	2,380 80	1,984 00	July 1, 1872		80
1 by 7 1/2, 15 by 7 1/2, f. f., a. l.	7	60 00	50 00	9,390 00	7,825 00	April 1, 1871	Ordered Nov., 1871	81
2 by 7 1/2, f. f., a. l. . .	6	55 00	125 00	3,869 25	8,712 50	July 1, 1872	0.65 mile increase	82
by 10, f. f., a. l. . .	6	55 00	40 00	3,399 00	2,472 00	Oct. 1, 1871		83
by 10, f. f., a. l. . .	6	55 00	30 00	5,428 50	2,961 00	Oct. 1, 1871		84
baggage car	12	55 00	50 00	1,045 00	950 00	July 1, 1872		85
by 8 1/2, f. f., a. l. . .	6	55 00	150 00	220 00	600 00	July 1, 1872	Branch; main route \$225, (6.)	86
by 10, f. f., a. l. . .	7 1/2*	55 00	50 00	2,761 00	2,510 00	July 1, 1872	Part; residue \$25, (50.)	87
by 11 1/2, f. f., a. l.	6	55 00	50 00	3,616 25	3,100 00	July 1, 1872	3 1/2 miles increase	88
locked room; no	15*	55 00	50 00	1,093 75	812 50	April 1, 1872	\$200 for m. m. service in readjustment.	89
baggage car	6	50 00	37 48	1,050 00	787 00	July 1, 1872		90
by 8, locked; no	12	50 00				Nov. 15, 1870	New. Ordered June, 1872.	91
by 8 1/2, f. f., a. l. . .	6	50 00	75 00	1,212 50	1,818 75	July 1, 1872		92
by 8 1/2, f. f., a. l. . .	12	50 00	40 00	812 00	680 00	July 1, 1872	0.76 mile decrease	93
by 9, f. f., a. l. . .	6	50 00				Jan. 1, 1872	New	94
by 6, a. l. . .	12	50 00	30 00	1,985 00	1,184 70	July 1, 1872	0.21 mile increase. Main route; branch \$50, (98.)	95

F.—Table showing the re-adjustment of the rates of pay

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
96	Pa	1813-15-57	2413	Pottsville, Herndon	Philadelphia and Reading	81.10	208	17
97	Pa	1860	2432	Greenville, Harrisville	Shenango and Allegheny	33.50	205	15
98	Pa	1831	2431	Junction, Lancaster	Reading and Columbia	7.80	188	22
99	Ohio	9024	9024	Fremont, Findlay	Lake Erie and Louisville	37.74	183	15
100	Iowa	11008		Albia, Northwood	Central, of Iowa	189.20	177	20
101	Ohio	9009	9009	Bayard, New Philadelphia	Cleveland and Pittsburgh	32	174	15
102	Pa	1835	2415	Sunbury, Hazleton	Danville, Hazleton and Wilkesbarre	54.20	171	20
103	Ala	6615		Chattanooga, Birmingham	Alabama and Chattanooga	141.50	150	20
104	Ky	9796a		Anchorage, Shelbyville	Shelby	19	138	20
105	Pa	1873		Lawrenceville, Wellsborough	Fall Brook Coal Company	23.50	136	15
106	Md	2911		Cambridge, Seaford	Dorchester and Delaware	33.50	122	20
107	Mich	12523		Monteith, Muskegon	Michigan Lake Shore	62.75	117	19
108	Md	2913	3511	Townsend, Centreville	Queen Anne and Kent	36	61	25
109	Pa	1855	2448	Downingtown, Honey Brook	Pennsylvania, lessees	18	81	15
110	Tenn	10004		Wartrace Depot, Shelbyville	Nashville and Chattanooga	8	127	
111	Pa	1811	2411	Junction, Mount Carmel	Lehigh Valley	50	111	20
112	Pa	1829	2428	Harrisburgh, Auburn	Schuylkill and Susquehanna	58.30	102	22
113	Ky	9738		Elizabethtown, Greenville	Elizabethtown and Paducah	92.80	86	13
114	Ohio	9042	9042	Newark, Somerset	Newark, Somerset and Strasburg	24.67	67	22
115	Ohio	9040	9040	Logan, New Straitsville	Columbus and Hocking Valley	13.02	43	25
116	Pa		2471	Towanda, Barclay	Towanda Coal Company, lessees	16	43	10
117	Pa	1848	2469	Lewistown Junction, Selin's Grove Junction	Pennsylvania, lessees	45	35	20
118	Pa	1873		Union City, Titusville	Oil Creek and Allegheny River, lessees of Union and Titusville Railroad	23.55	32	15
119	Mo	10515a		Hannibal, Moberly	Toledo, Wabash and Western	70.67	59	15
120	Ohio	9044		Marietta, Caldwell	Marietta and Pittsburgh	35	34	20
121	N. J	1746	2129	Atsion, Greenwich	Vineland	44.25	30	25
122	Ga	6144		Cartersville, Taylorsville	Cherokee	13.50	14	15

Excess of present over former amount of annual pay, by re-adjustment.....

per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i> Reg. car; no r. a.		<i>Dolls.</i> 50 00	<i>Dolls.</i> 40 00	<i>Dolls.</i> 4,055 00	<i>Dolls.</i> 3,455 00	July 1, 1872		
1 by 13. 6 ftures, a. l.	6	50 00	40 00	1,675 00	940 00	July 1, 1872	0.6 mile increase. 21 miles formerly at \$42 86, and 17½ miles at \$50.	96
Passage-car	6	50 00	30 00	390 00	240 00	July 1, 1872	10 miles increase.	97
							0.2 mile decrease. Branch; main route \$50, (95.)	98
5 by 13. 6 ftures, a. l.	6	50 00	40 00	1,827 00	1,480 00	July 1, 1872	0.74 mile increase.	99
1 by 7. 6 ftures, a. l.	6	50 00	30 00	9,460 00	5,676 00	Jan. 20, 1871	Ordered April, 1872.	100
1 by 9. f. f., a. l.	6	50 00	42 87	1,600 00	1,372 00	July 1, 1872		101
5 by 10. f. f., a. l.	6	50 00				Feb. 1, 1872	New.	102
5 by 10. f. f., a. l.	6	50 00				June 9, 1871	New. Ordered September, 1872. Paid from Wauhatchie, 6 miles less.	103
2 by 5 by 4. a. l.	12	50 00	33 33	950 00	600 00	Jan. 1, 1872	1 mile increase.	104
1 by 7. 6 f. f., a. l.	12	50 00				Jan. 1, 1872	New.	105
5 by 13. 6 f. f., a. l.	6	50 00	40 00	1,675 00	1,340 00	Jan. 1, 1872		106
5 by 10. f. f., a. l.	6	50 00				Jan. 1, 1871	New. Ordered March, 1872.	107
5 by 10. f. f., a. l.	6	50 00				Oct. 16, 1871	New.	108
Passage-car	6	50 00	33 33	900 00	600 00	July 1, 1872		109
		40 00	30 00	330 00	240 00	Jan. 1, 1872	Branch; main route \$150 and \$290, (8.)	110
5 by 10. f. f., a. l.	7½	40 00	25 00	2,000 00	1,242 50	July 1, 1872	0.3 mile increase.	111
Passage-car	6	40 00	30 00	2,332 00	1,920 00	July 1, 1872	7.7 miles decrease.	112
5 by — f. f., a. l.	6	40 00	30 00	3,712 00	2,784 00	Oct. 1, 1871		113
Passage-car	6	40 00	50 00	926 80	1,233 50	July 1, 1872		114
5 by 7. f. f., a. l.	12	40 00	50 00	520 80	855 00	July 1, 1872	Branch; main route \$75, (62.) 0.08 mile decrease; \$200 formerly for m. m. service.	115
5 by 6. a. l.	6	40 00				July 1, 1872	New. Paid for 12 miles only.	116
5 by — f. f., a. l.	6	40 00	50 00	1,800 00	2,250 00	July 1, 1872		117
5 by 14. f. f., a. l.	6	40 00				Nov. 16, 1871	New. Only 10.65 miles paid for.	118
5 by 12. f. f., a. l.	6	30 00				Jan. 1, 1872	New.	119
5 by 10. f. f., a. l.	6	30 00				Oct. 1, 1871	New.	120
5 by — f. f., a. l.	6	30 00	50 00	1,327 50	2,212 50	July 1, 1872		121
5 by — f. f., a. l.	6	30 00				Aug. 1, 1871	New. Ordered Nov., 1871.	122
				1,466,900 72	1,112,034 78			
				1,112,034 78				
				354,865 94				

JOHN L. ROUNTT,
Second Assistant Postmaster-General.

Index to Table F.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama and Chattanooga...	103	6615	.....	Marietta and Cincinnati...	38	9090	9090
Allegheny Valley.....	49	1844	2442	Do	90	9019	9019
Do	56	2825	1844	Marietta and Pittsburgh...	120	9044	.....
American Contract, lessees	60	9612a	.....	Memphis and Ohio Railroad.			
Evansville, Henderson and Nashville Railroad.				(See Louisville and Nashville, lessees.)			
Annapolis and Elk Ridge...	66	2908	3508	Memphis, Clarksville and Louisville.	42	10010	10009
Atlantic and Great Western	33	9038	9038	Michigan Lake Shore...	107	12533	.....
Do	43	9006	9006	Mississippi Central Railroad.			
Do	54	9033	9038	(See Southern Railroad Association, lessees)			
Do	70	9006	9006	Missouri, Kansas and Texas	29	10512	.....
Baltimore and Ohio	10	2904	3504	Do	81	14006	.....
Do	15	4102	.....	Mobile and Ohio	31	7007	7004
Do	41	9011	9011	Do	75	7107	7004
Do	92	2910	3506	Nashville and Chattanooga.	8	10004	.....
Boston, Hartford and Erie	47	607	.....	Do	64	100-8	10007
Do	80	606	.....	Do	110	10004	.....
Burlington, Cedar Rapids and Minnesota.	83	11013	.....	Naugatuck	48	942	.....
Do	84	11012	.....	Newark, Somerset and Straitsville.	114	9042	9042
Catawissa	74	1814	2414	New Bedford and Taunton.	51	678	.....
Central of Iowa	100	11008	.....	Do	89	672	.....
Central Ohio	13	9001	9001	New Orleans, Jackson and Great Northern.	9	8002	8002
Cherokee	132	6144	.....	Northern Central	5	2902	3502
Cincinnati, Hamilton and Dayton.	22	9030	9030	Do	16	1821	2421
Cincinnati, Richmond and Chicago.	34	9029	9029	Do	25	1031	.....
Cleveland and Pittsburgh...	101	9009	9009	North Pennsylvania	36	1804	2404
Cleveland, Columbus and Cincinnati.	68	9014	9014	Norwich and Worcester	58	925	.....
Cleveland, Zanesville and Cincinnati.	88	9005	9005	Ohio and Mississippi	37	12386	12018
Columbus and Hocking Valley.	62	9040	9040	Oil Creek and Allegheny River.	50	1826	2425
Do	115	9040	9040	Do	87	1826	2425
Danville, Hazleton and Wilkesbarre.	102	1835	2415	Oil Creek and Allegheny River, lessees Union and Titusville Railroad.	118	1873	.....
Dayton and Michigan.....	28	9027	9027	Orange, Alexandria and Manassas.	18	4401	.....
Dayton and Union	78	9026	9026	Pacific, of Missouri	7	10501	.....
Delaware, Lackawanna and Western.	53	1819	2419	Do	45	10501	.....
Detroit, Lansing and Lake Michigan.	59	12517	.....	Pennsylvania	35	1822	2422
Dorchester and Delaware	106	2911	.....	Do	72	1841	2440
Edgefield and Kentucky	46	10008	.....	Do	76	1840	2439
Elizabethtown and Paducah	113	9738	.....	Pennsylvania, lessees.....	77	1837	2436
Evansville, Henderson and Nashville Railroad. (See American Contract, lessees.)				Pennsylvania	85	1845	2443
Fall Brook Coal Company.....	105	1875	.....	Pennsylvania, lessees	109	1855	2448
Galveston, Houston and Henderson.	17	8502	.....	Do	117	1848	2469
Houston and Texas Central.	44	8505	.....	Philadelphia and Reading...	30	1802	2402
Huntingdon and Broad Top.	69	1836	2435	Philadelphia and Reading, lessees.	93	1805	2405
Indianapolis, Cincinnati and Lafayette.	23	12003	.....	Philadelphia and Reading	96	1813	2413
Do	24	12003	.....	Portland and Ogdensburg.	71	1815	2415
Kansas Pacific	26	14001	.....	Queen Anne and Kent.....	108	1857	2457
Do	52	14001	.....	Reading and Columbia	93	1831	2431
Kent County	63	.....	3513	Do	98	1831	2431
Lake Erie and Louisville	99	9024	9024	Saint Louis, Alton and Terre Haute.	39	11422	.....
Lake Shore and Michigan Southern.	1	9004	.....	Saint Louis, Vandalia and Terre Haute Railroad. (See Terre Haute and Indianapolis, lessees.)			
Do	2	12501	.....	Savannah and Charleston	32	5606	.....
Do	3	1039	.....	Schuylkill and Susquehanna.	112	1829	2428
Do	4	9021	.....	Shelby	104	9796a	.....
Lehigh Valley	40	1810	2410	Shenango and Allegheny	97	1860	2452
Do	55	1810	.....	Southern Minnesota	73	13501	.....
Do	65	1816	2416	Southern Railroad Association, lessees Mississippi Central Railroad.	11	7001	7001
Do	67	1812	2412	Susquehanna, Gettysburg and Potomac.	79	1834	2434
Do	111	1811	2411	Syracuse Northern.....	94	1577	.....
Louisville and Nashville, lessees Memphis and Ohio Railroad.	20	10011	10010				
Marietta and Cincinnati	12	9032	9032				
Do	21	9032	.....			

Index to Table F.—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Tennessee and Pacific	91	10123	.....	Toledo, Wabash and Western.	119	10515a	.....
Terre Haute and Indianapolis, lessees Saint Louis, Vandalia and Terre Haute Railroad.	14	11425	.....	Towanda Coal Company, lessees.	116	.....	2471
Do	61	11425	.....	Union and Titusville Railroad. (See Oil Creek and Allegheny River.)			
Toledo, Wabash and Western.	6	9022	9022	Vineland	121	1746	2129
Do	27	11426	.....	Virginia and Tennessee.	19	4414	.....
Do	57	9022	9022	White Water Valley	82	9035	9035
Do	86	9022	9022				

8 P M G

G.—Statement, compiled from the annual reports of the Post-Office Department, showing the amount of railroad mail service, and the cost thereof, from the commencement of such service, in the fiscal year ended June 30, 1836, to June 30, 1872.

Date.	Length of routes.	Annual transportation.	Annual cost.	Date.	Length of routes.	Annual transportation.	Annual cost.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
June 30, 1836.....		*1, 878, 296		June 30, 1853.....	12, 415	12, 986, 705	\$1, 601, 329
June 30, 1837.....	974	*1, 793, 024	*\$307, 444	June 30, 1854.....	14, 440	15, 433, 389	1, 752, 610
June 30, 1838.....		*2, 356, 852	*404, 193	June 30, 1855.....	18, 333	19, 902, 469	2, 073, 089
June 30, 1839.....		*3, 396, 055	*520, 602	June 30, 1856.....	20, 323	21, 809, 296	2, 310, 349
June 30, 1840.....		*3, 889, 053	*595, 353	June 30, 1857.....	22, 530	24, 267, 944	2, 559, 447
June 30, 1841.....		*3, 946, 450	*585, 843	June 30, 1858.....	24, 431	25, 763, 452	2, 822, 301
June 30, 1842.....	3, 091	*4, 424, 262	432, 568	June 30, 1859.....	26, 010	27, 268, 384	3, 243, 974
June 30, 1843.....		*5, 692, 402	*733, 687	June 30, 1860.....	27, 129	27, 653, 749	3, 349, 662
November 4, 1843.....	3, 714		531, 752	Discontinued May 31, 1861.....	6, 886	5, 701, 093	978, 910
June 30, 1844.....		*5, 747, 355	*802, 006	In operation June 30, 1861.....	22, 018	23, 116, 823	2, 543, 709
June 30, 1845.....		*6, 484, 592	*843, 430	June 30, 1862.....	21, 338	22, 771, 219	2, 498, 115
October 31, 1845.....	4, 092		562, 141	June 30, 1863.....	22, 152	22, 871, 558	2, 538, 517
June 30, 1846.....		*7, 781, 829	*870, 570	June 30, 1864.....	22, 616	23, 301, 942	2, 567, 044
November 1, 1846.....	4, 402		587, 769	June 30, 1865.....	23, 401	24, 087, 568	2, 707, 421
June 30, 1847.....		4, 170, 403	597, 475	June 30, 1866.....	32, 092	30, 609, 467	3, 381, 592
November 1, 1847.....	4, 735		597, 923	June 30, 1867.....	34, 015	32, 437, 900	3, 812, 690
June 30, 1848.....		4, 327, 400	584, 192	June 30, 1868.....	36, 018	34, 886, 178	4, 177, 136
October 1, 1848.....	4, 957		587, 204	June 30, 1869.....	39, 537	41, 399, 284	4, 733, 640
June 30, 1849.....	5, 497	4, 861, 177	635, 740	June 30, 1870.....	43, 727	47, 551, 970	5, 122, 901
June 30, 1850.....	6, 886	6, 524, 593	818, 227	June 30, 1871.....	49, 834	55, 557, 048	5, 724, 979
June 30, 1851.....	8, 255	8, 364, 503	985, 019	June 30, 1872.....	57, 911	62, 491, 749	6, 502, 771
June 30, 1852.....	10, 146	11, 082, 768	1, 275, 520	Increase in 1872 over 1871.....	8, 077	6, 934, 701	777, 792

* Railroad and steamboat service combined: no separate report.

JOHN L. ROUTT,
Second Assistant Postmaster-General.

H.—Number and cost of mail-locks and keys purchased and repaired during the year ended June 30, 1872.

Number.	Description.	Prices.	Cost.
5, 000	New iron mail-locks.....	\$0 58	\$2, 900 00
4, 000	Old iron mail-keys.....	20	800 00
2, 820	Old iron mail-locks repaired.....	20	564 00
6, 723	Old iron mail-locks repaired.....	10	672 30
17, 543	Total.....		4, 936 30

Forty thousand new iron mail-locks were ordered June 6, 1872, but have not been delivered.

L—Statement of the number, description, and cost of mail-bags purchased by contract and put into service during the fiscal year ended June 30, 1872.

Number.	Description.	Size.	Price.	Cost.	Aggregate cost.
602	Leather mail-pouches	No. 1	\$8 20	\$4,936 40	
702	do	2	6 45	4,527 90	
1,002	do	3	5 50	5,511 00	
1,102	do	4	4 35	4,793 70	
302	do	5	3 20	966 40	
3,710					\$20,735 40
452	Leather horse mail-bags	1	6 65	3,005 40	
252	do	2	5 65	1,423 80	
132	do	3	5 15	679 80	
806					5,109 40
652	Cotton-canvas mail-pouches	1	4 85	3,162 20	
652	do	2	3 90	2,542 80	
1,502	do	3	3 45	5,181 90	
1,702	do	4	2 89	4,918 78	
902	do	5	2 65	2,390 30	
2,502	Cotton-canvas catcher-pouches		3 31	8,281 62	
7,912					26,477 60
26,002	Cotton-canvas mail-bags	1	97	25,221 94	
2,002	do	2	74½	5,961 49	
2,002	do	3	21	630 42	
37,006					31,813 85
23,002	Jute-canvas mail-bags	1	57	13,111 14	
3,302	do	2	46	1,472 92	
2,002	do	3	15	300 30	
24,306					14,884 36
	Cost of 250 mail-catchers, at \$15 each			3,750 00	
	Cost of 19,748 label-cases, at 25 cents each			4,937 00	
					8,687 00
77,670					107,707 61

K.—Railway post-offices in the United States June 30, 1872, with table showing increase in the service since June 30, 1871.

Terminal points.	Miles of route.	Miles of service.	Service each way.	Number of clerks.				Increase of miles of route from June 30, 1871, to June 30, 1872.	Increase of miles of service from June 30, 1871, to June 30, 1872.	Increase in number of clerks from June 30, 1871, to June 30, 1872.			Increase in lines of railway post-offices from June 30, 1871, to June 30, 1872.
				\$1,400.	\$1,200.	\$1,000.	\$1,400.			\$1,200.	\$1,000.		
Atlanta, Ga., to Chattanooga, Tenn.	140	280	Daily	3									
Albany, N. Y., to Buffalo, N. Y.	298	1,192	Twice daily	9	8	7						1	
Atlanta, Ga., to Augusta, Ga.	171	342	Daily		4								
Bangor, Me., to Vanceborough, Me.	118	236	do.			2	118	236				2	1
Boston, Mass., to Saint Albans, Vt.	290	580	do.	4	4								
Boston, Mass., to Bangor, Me.	249	996	Twice daily	8	8		138	552	4	4			
Boston, Mass., to Albany, N. Y.	200	800	do.	6	9								
Boston, Mass., to Wellfleet, Mass.	122	244	Daily	5	5								
Boston, Mass., to South Berwick, Me.	74	148	do.		3								
Boston, Mass., to Fitchburgh, Mass.	100	100	do.		1								
Baltimore, Md., to Canandaigua, N. Y.	325	650	do.	5	5		325	650	5	5			1
Bloomington, Ill., to Centralia, Ill.	136	272	do.	4	2				1	(1)			
Bloomington, Ill., to Saint Louis, Mo.	140	360	do.	3	3								
Bristol, Tenn., to Chattanooga, Tenn.	242	484	do.	4	4							3	
Burlington, Iowa, to Council Bluffs, Iowa.	291	582	do.	5	5								
Chicago, Ill., to Cedar Rapids, Iowa.	219	438	do.	4	4		81	162	1	(1)			
Chicago, Ill., to Green Bay, Wis.	242	484	do.	5	5								
Chicago, Ill., to Quincy, Ill.	263	526	do.	5	6				1	(1)			
Chicago, Ill., to Dunleith, Ill.	186	376	do.	5	4				1				
Chicago, Ill., to Iowa City, Iowa.	237	474	do.	7	8				1	9			
Chicago, Ill., to Centralia, Ill.	258	516	do.	5	5				1	(1)			
Chicago, Ill., to Saint Louis, Mo.	290	580	do.	5	5				2				
Chicago, Ill., to Toledo, Ohio.	243	972	Twice daily	8	8				(1)	1	1		
Centralia, Ill., to Cairo, Ill.	112	224	Daily	3	3	6							
Columbus, Ky., (by river) to Cairo, Ill.	91	182	Four times daily	1	1								
Clinton, Iowa, to Council Bluffs, Iowa.	350	700	do.	3	6				1	1	1		
Cincinnati, Ohio, to Saint Louis, Mo.	340	680	Daily	5	5						3		
Cleveland, Ohio, to Indianapolis, Ind.	924	592	do.	5	6						2		
Dubuque, Iowa, to Fort Dodge, Iowa.	214	428	do.	4	4						1		
Davenport, Iowa, to Council Bluffs, Iowa.	307	614	do.	4	4								
Detroit, Mich., to Chicago, Ill.	284	568	do.	4	4						1		
Freeport, Ill., to Bloomington, Ill.	139	278	do.	3	2								
Harrisville, N. Y., to Dunkirk, N. Y.	128	256	do.										
Humboldt, Tenn., to Jackson, Miss.	276	552	do.	4	4		276	552	4	4			1
Indianapolis, Ind., to Saint Louis, Mo.	261	522	do.	5	5						(1)		
Kansas City, Mo., to Council Bluffs, Iowa.	260	400	do.	4	4								
Louisville, Ky., to Nashville, Tenn.	145	370	do.	3	3								

Lafayette, Ind. to Ogden, Utah	973	540	do	4	2	do	289	4	1
Lynchburg, Va. to Bristol, Tenn.	303	400	do	5	6	do	400	4	1
Memphis, Tenn. to Chattanooga, Tenn.	310	630	do	5	6	do	321	5	11
Minneapolis, Minn. to St. Paul, Minn.	284	do	Twice daily	10	10	do	64	2	0
New York, N. Y. to Boston, Mass.	334	936	do	10	10	do	do	1	0
New York, N. Y. to Washington, D. C.	253	928	do	10	10	do	do	1	0
New York, N. Y. to Buffalo, N. Y.	422	1,604	do	12	11	do	do	1	0
New York, N. Y. to Albany, N. Y.	144	576	do	4	5	do	do	4	1
Omaha, Neb. to Ogden, Utah	1,032	2,084	Daily	15	20	do	do	2	1
Philadelphia, Pa. to Pittsburgh, Pa.	338	716	do	7	6	do	do	1	1
Peoria, Ill. to Burlington, Iowa	96	194	do	1	2	do	do	1	1
Quincy, Ill. to Kansas City, Mo.	961	523	do	4	6	do	110	1	1
Rochester, N. Y. to Niagara Falls, N. Y.	77	134	do	3	3	do	do	6	6
Saint Louis, Mo. to Atchison, Kan.	330	660	do	6	6	do	330	6	6
San Francisco, Cal. to Ogden, Utah	891	1,702	do	12	12	do	891	1,702	12
San Francisco, Cal. to Lafayette, Ind.	903	406	do	4	5	do	do	1	1
Toledo, Ohio to Buffalo, N. Y.	205	1,180	Twice daily	8	16	do	do	8	8
Toledo, Ohio to Elkhart, Ind.	132	528	do	3	3	do	do	4	4
Washington, D. C. to Weldon, N. C.	216	864	do	8	12	do	do	4	4
Washington, D. C. to Lynchburg, Va.	178	356	Daily	4	4	do	178	356	4

Recapitulation and comparative statement of the service of June 30, 1871, and June 30, 1872, showing the increase.

	June 30, 1871.	June 30, 1872.	Increase.
Number of lines of railway post-office	49	57	8
Aggregate number of miles of the above	11,208	14,117	2,909
Number of miles of actual service performed daily	27,596	33,690	6,094
Number of miles of actual service performed annually	10,072,540	12,296,850	2,224,310
Number of head clerks at \$1,400 per annum	212	267	55
Number of clerks at \$1,200 per annum	238	329	91
Number of assistant clerks at \$1,000 per annum	43	53	10
Making the total number of clerks	513	649	136
With annual compensation amounting to	\$649,400 00	\$821,600 00	\$172,200 00

(1) Reduction of one.

* Included in New York, N. Y., to Buffalo, New York.

JOHN L. ROUTT,
Second Assistant Postmaster-General.

THROUGH MAIL TABLES.

1.—Through mails to San Francisco from Washington.

ROUTE.—From Washington, D. C., via Baltimore, Md., Harrisburgh, Pa., Pittsburgh, Pa., Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,250 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	30	5,138 00	171 16	166 15	22	19	5	.....	2
November, 1871.....	29	5,018 50	173 03	166 25	24	19	5	.....	4
December, 1871*.....	29	4,813 55	218 48	168 15	3	28	16	.....	2
January, 1872*.....	37	7,140 00	264 26	169 40	1	3	16	.....	2
February, 1872*.....	29	13,219 30	455 50	169 25	3	28	23	.....	2
March, 1872*.....	30	5,717 05	190 34	169 05	16	14	14	.....	10
April, 1872.....	30	5,403 10	180 06	169 05	20	10	5	.....	6
May, 1872.....	31	5,299 15	170 56	169 25	23	10	1	.....	3
June, 1872.....	30	5,300 45	173 21	169 25	23	4	4	.....	3
July, 1872.....	31	5,296 45	170 51	169 25	23	4	1	.....	4
August, 1872.....	30	5,210 45	173 41	169 25	26	4	4	.....	1
September, 1872.....	28	5,029 10	179 36	169 25	17	11	2	.....	1
Whole period.....	347	72,487 10	208 53	166 15	214	133	118	.....	119
Dec. to March, inclusive.....	108	30,890 30	286 01	168 15	23	25	81	.....	81
Residue of whole period.....	239	41,596 40	173 37	166 15	191	48	37	.....	38

* Average time lengthened by snow-blockades west of Omaha.

2.—Through mails to Washington from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Pittsburgh, Pa., Harrisburgh, Pa., and Baltimore, Md., to Washington, D. C.—3,250 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	31	5,286 30	170 31	167 00	18	13	2	.....	2
November, 1871.....	30	5,171 25	172 22	165 40	20	10	4	.....	4
December, 1871*.....	25	5,369 05	214 45	165 40	5	20	20	.....	17
January, 1872*.....	28	8,285 35	295 54	173 00	.....	28	25	.....	28
February, 1872*.....	38	17,546 10	461 44	167 50	3	35	35	.....	19
March, 1872*.....	31	5,870 20	189 21	167 10	14	17	15	.....	9
April, 1872.....	30	5,229 80	174 16	167 10	20	10	5	.....	4
May, 1872.....	31	5,230 15	168 43	167 10	27	4	2	.....	2
June, 1872.....	30	5,115 00	170 30	167 10	24	6	2	.....	2
July, 1872.....	31	5,264 35	169 49	167 00	27	4	2	.....	2
August, 1872.....	31	5,240 05	169 02	167 10	26	5	1	.....	1
September, 1872.....	30	5,097 05	169 54	167 10	25	5	2	.....	2
Whole period.....	366	78,705 25	215 02	165 40	209	157	113	.....	59
Dec. to March, inclusive.....	122	37,071 10	303 51	165 40	22	100	95	.....	72
Residue of whole period.....	244	41,634 15	170 37	165 40	187	57	18	.....	17

* Average time lengthened by snow-blockades west of Omaha.

3.—Through mails to San Francisco from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., (also, from New York, via Erie, Pa., Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,307 miles, (3,370 miles via Erie, Pa.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871	69	11,890 10	172 19	167 05	62	7	1	.....	2
November, 1871	63	11,239 15	175 13	168 05	51	12	12	.....	4
December, 1871*	54	11,590 05	214 15	169 00	11	43	38	.....	19
January, 1872*	69	18,856 40	273 17	170 25	3	68	68	.....	24
February, 1872*	82	38,327 15	467 46	172 10	62	68	75	13	25
March, 1872*	71	13,780 55	194 05	170 00	41	30	30	1	10
April, 1872	74	13,279 40	179 27	170 00	62	12	9	.....	4
May, 1872	82	15,384 35	174 49	170 10	82	6	.....	.....	2
June, 1872	75	13,222 35	176 18	170 10	69	6	6	.....	3
July, 1872	81	14,183 35	175 07	170 10	78	3	2	.....	2
August, 1872	66	11,570 15	175 18	170 10	64	2	.....	.....	1
September, 1872	52	9,303 00	178 54	171 10	43	9	5	.....	3
Whole period	844	182,628 00	216 23	167 05	566	278	244	14	99
Dec. to March, inclusive.	276	82,554 55	299 06	169 00	55	221	209	14	78
Residue of whole period.	568	100,073 05	176 11	167 05	511	57	35	.....	21

* Average time lengthened by snow-blockades west of Omaha.

4.—Through mails to New York from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Pittsburgh, Pa., and Harrisburgh, Pa., (also, after passing Chicago, via Erie, Pa.,) to New York, N. Y.—3,307 miles, (3,370 miles via Erie, Pa.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871	31	5,275 30	170 10	167 40	25	16	1	.....	1
November, 1871	30	5,172 30	172 24	167 15	25	5	3	.....	3
December, 1871*	23	4,800 05	208 41	167 15	3	20	18	2	18
January, 1872*	28	8,267 15	295 15	178 00	.....	28	25	.....	24
February, 1872*	16	6,809 45	425 36	169 20	3	13	13	20	19
March, 1872*	31	5,867 25	189 55	168 30	15	16	14	.....	9
April, 1872	30	5,266 45	175 33	168 20	22	8	5	.....	4
May, 1872	31	5,268 25	169 56	168 10	30	1	.....	.....	2
June, 1872	29	4,951 50	170 45	168 00	27	2	1	1	2
July, 1872	30	5,144 05	171 28	168 10	25	5	2	.....	2
August, 1872	30	5,095 20	169 50	168 10	25	5	.....	1	1
September, 1872	30	5,101 05	170 02	168 30	27	3	.....	.....	.....
Whole period	339	67,039 50	197 45	167 15	227	112	82	24	83
Dec. to March, inclusive.	96	25,764 30	362 54	167 15	21	77	70	22	70
Residue of whole period.	241	41,275 20	171 16	167 15	206	35	12	2	13

* Average time lengthened by snow-blockades west of Omaha.

5.—Through mails to San Francisco from Boston.

ROUTE.—From Boston, Mass., via Albany, N. Y., Buffalo, N. Y., Erie, Pa., Toledo, Ohio, Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,449 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	27	5,010 10	185 33	165 10	22	5	5		6
November, 1871.....	30	5,617 55	187 15	171 10	18	12	12		6
December, 1871*.....	23	5,099 40	221 43	172 45	5	18	17		19
January, 1872*.....	26	7,380 05	283 57	174 25	1	25	25		24
February, 1872*.....	71	34,385 20	484 26	174 25	1	70	68	11	25
March, 1872*.....	27	5,439 30	201 27	174 00	15	12	11		12
April, 1872.....	22	5,280 35	188 35	183 55	23	5	3		4
May, 1872.....	31	5,422 30	174 55	174 10	29	2			2
June, 1872.....	29	5,107 55	176 08	174 10	27	2	2		3
July, 1872.....	31	5,420 00	174 50	174 10	30	1			1
August, 1872.....	31	5,409 00	174 29	174 10	30	1			1
September, 1872.....	29	5,398 00	186 08	168 15	25	4	2		5
Whole period.....	383	95,070 40	248 13	165 10	226	157	145	11	106

* Average time lengthened by snow-blockades west of Omaha.

6.—Through mails to Boston from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Toledo, Ohio, Erie, Pa., Buffalo, N. Y., and Albany, N. Y., to Boston, Mass.—3,449 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	30	5,246 45	174 53	170 45	24	6	1	1	2
November, 1871.....	30	5,345 15	178 10	170 30	15	15	4		5
December, 1871*.....	25	5,543 45	221 45	170 45	3	27	26		12
January, 1872*.....	28	8,505 15	303 45	171 30	1	27	35		23
February, 1872*.....	38	17,439 00	458 55	172 30	3	33	35		26
March, 1872*.....	31	6,119 30	197 24	171 45	11	20	14		10
April, 1872.....	29	5,194 15	179 06	171 45	18	11	6	1	4
May, 1872.....	31	5,373 00	173 19	171 30	30	1			1
June, 1872.....	30	5,319 00	177 18	171 30	19	11	2		4
July, 1872.....	31	5,460 45	176 09	171 30	18	13	2		3
August, 1872.....	31	5,423 05	174 56	171 45	23	8	1		3
September, 1872.....	30	5,303 15	176 46	172 00	19	11	1		5
Whole period.....	364	80,272 50	220 31	170 30	184	180	113	2	100

* Average time lengthened by snow-blockades west of Omaha.

7.—Through mails to San Francisco from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,702 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	21	3, 134 15	140 15	143 00	15	6	5	.....	13
November, 1871	22	4, 297 20	153 28	143 10	20	8	2	.....	5
December, 1871*	23	4, 678 55	203 25	145 00	9	21	19	.....	21
January, 1872*	24	6, 195 30	216 28	146 25	1	23	23	.....	26
February, 1872*	28	13, 216 53	472 10	148 00	1	27	27	4	.....
March, 1872*	25	4, 356 00	174 19	145 45	8	17	15	.....	18
April, 1872	30	4, 992 45	166 25	146 00	7	23	21	.....	7
May, 1872	31	4, 741 25	152 58	146 10	21	10	8	.....	6
June, 1872	26	3, 940 15	151 39	146 10	20	6	5	.....	7
July, 1872	30	4, 573 30	152 27	146 10	22	8	7	.....	6
August, 1872	30	4, 753 50	158 27	146 10	15	15	15	.....	7
September, 1872	30	4, 625 20	154 10	146 10	19	11	9	.....	6
Whole period	326	63, 508 00	194 30	143 00	151	175	162	4	147

*Average time lengthened by snow-blockades west of Omaha.

8.—Through mails to Cincinnati from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, and Chicago, Ill., to Cincinnati, Ohio—2,702 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	31	4, 690 10	151 17	142 00	20	11	6	.....	6
November, 1871	30	4, 429 00	147 38	142 00	25	5	2	.....	2
December, 1871*	24	4, 502 40	187 35	144 40	3	21	19	.....	18
January, 1872*	23	6, 646 25	288 58	168 40	.....	23	23	.....	26
February, 1872*	32	16, 328 15	429 41	146 10	2	36	36	.....	22
March, 1872*	32	5, 327 45	168 40	144 00	14	18	17	.....	9
April, 1872	30	4, 522 50	150 45	143 40	24	6	6	.....	4
May, 1872	31	4, 587 35	147 59	144 00	26	5	1	.....	1
June, 1872	30	4, 510 35	150 21	136 15	19	11	3	.....	6
July, 1872	32	4, 707 20	147 06	129 15	9	23	7	.....	6
August, 1872	30	4, 326 45	146 33	135 00	11	19	7	.....	9
September, 1872	30	4, 561 20	152 02	136 10	8	22	7	.....	5
Whole period	361	69, 220 40	191 54	129 15	161	200	134	.....	114

*Average time lengthened by snow-blockades west of Omaha.

9.—Through mails to San Francisco from Chicago.

ROUTE.—From Chicago, Ill., via Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,406 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 *.....	13	1, 762 05	135 32	128 00	11	2	2	.....	4
November, 1871 *.....									
December, 1871 *.....									
January, 1872 *.....	16	4, 293 00	268 18	155 10	.....	16	16	.....	26
February, 1872 †.....	29	12, 218 50	421 20	131 25	1	28	28	5	25
March, 1872 †.....	30	4, 425 10	147 30	130 50	20	10	10	.....	8
April, 1872.....	30	4, 106 50	136 52	130 50	23	7	5	.....	4
May, 1872.....	31	4, 089 30	131 55	131 10	28	2	.....	.....	2
June, 1872.....	29	3, 925 20	135 21	132 10	25	4	3	.....	4
July, 1872.....	31	4, 116 00	132 48	131 10	28	2	1	.....	2
August, 1872.....	31	4, 076 00	131 29	131 10	30	1	.....	.....	1
September, 1872.....	30	4, 038 20	134 36	132 10	26	4	2	.....	4
Whole period.....	270	47, 051 05	174 15	128 00	194	76	65	5	80

* Returns interrupted; great fire at Chicago.

† Average time lengthened by snow-blockades west of Omaha.

10.—Through mails to Chicago from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., and Clinton, Iowa, to Chicago, Ill.—2,406 miles.

TIME IN TRANSIT.

Period	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871 *.....									
November, 1871 *.....									
December, 1871 *.....									
January, 1872 *.....									
February, 1872 †.....	40	15, 107 25	377 41	129 15	5	35	35	.....	19
March, 1872 †.....	31	4, 623 05	149 07	129 10	19	12	12	.....	6
April, 1872.....	30	4, 029 00	134 18	128 40	25	5	5	.....	5
May, 1872.....	31	4, 015 05	129 31	128 15	31	.....	.....	.....	.....
June, 1872.....	30	2, 928 10	130 56	129 00	27	3	1	.....	1
July, 1872.....	31	4, 006 50	129 15	129 00	31	.....	.....	.....	.....
August, 1872.....	31	4, 009 25	129 20	128 40	31	.....	.....	.....	.....
September, 1872.....	30	3, 879 40	129 19	128 45	30	.....	.....	.....	.....
Whole period.....	254	42, 598 40	167 42	128 15	199	55	53	.....	31

* Returns interrupted; great fire at Chicago.

† Average time lengthened by snow-blockades west of Omaha.

11.—Through mails to San Francisco from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Kansas City, Mo., Denver City, Colo., Cheyenne, Wyo., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,400 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871	23	3, 314 20	144 06	129 40	10	13	12	.....	14
November, 1871	23	4, 161 25	143 29	129 45	12	17	17	.....	9
December, 1871*	24	5, 378 50	219 57	131 20	2	22	22	.....	26
January, 1872*	23	5, 523 00	251 20	133 00	1	21	21	.....	26
February, 1872*	23	12, 919 05	445 39	132 45	3	28	28	2	25
March, 1872*	26	4, 207 50	161 50	132 35	10	16	16	.....	16
April, 1872	27	4, 130 25	152 58	132 35	10	17	16	.....	8
May, 1872	28	3, 998 05	142 47	132 45	18	10	10	.....	10
June, 1872	36	4, 099 20	136 38	132 45	28	3	3	.....	3
July, 1872	31	4, 160 10	134 11	132 45	29	1	1	.....	2
August, 1872	29	3, 883 15	133 54	132 45	27	2	2	.....	4
September, 1872	29	3, 995 05	137 45	132 25	22	7	3	.....	7
Whole period	327	59, 670 50	182 28	129 40	170	157	150	3	144

* Average time lengthened by snow-blockades west of Omaha.

12.—Through mails to Saint Louis from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Cheyenne, Wyo., Denver City, Colo., and Kansas City, Mo., to Saint Louis, Mo.—2,400 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871	31	4, 218 30	136 04	132 00	26	5	5	.....	5
November, 1871	29	4, 018 00	138 33	131 30	19	10	5	.....	6
December, 1871*	23	4, 258 00	186 07	142 30	4	19	14	.....	19
January, 1872*	28	7, 274 00	259 47	142 30	4	24	24	.....	25
February, 1872*	39	15, 304 00	392 24	133 00	3	36	36	.....	20
March, 1872*	30	4, 683 00	156 06	130 00	3	27	14	.....	2
April, 1872	29	4, 088 30	140 58	126 00	11	18	2	1	6
May, 1872	32	4, 268 00	133 56	126 00	16	16	4	.....	7
June, 1872	28	2, 724 30	133 10	126 00	17	11	3	1	7
July, 1872	32	4, 199 30	131 14	126 00	24	8	6	.....	6
August, 1872	30	3, 916 00	130 00	126 00	22	8	4	1	5
September, 1872	31	4, 122 00	132 58	126 00	18	13	5	.....	5
Whole period	362	63, 092 00	174 14	126 00	167	195	122	3	119

* Average time lengthened by snow-blockades west of Omaha.

13.—Through mails to New Orleans from Washington.

ROUTE.—From Washington, D. C., via Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Cleveland, Tenn., Chattanooga, Tenn., Grand Junction, Tenn., and Canton, Miss., (till May 16, 1872, and afterward, after passing Cleveland, Tenn., via Dalton, Ga., Calera, Ala., Montgomery, Ala., and Mobile, Ala.,) to New Orleans, La.—1,280 miles, (1,188 miles via Dalton.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	30	2,437 35	81 15	76 50	16	14	4	1	3
November, 1871	30	2,454 10	81 48	76 50	21	9	3		3
December, 1871	31	2,614 50	84 20	78 25	22	9	6		4
January, 1872	30	2,409 30	80 19	78 30	27	3	1		2
February, 1872	30	2,469 30	82 19	78 30	24	6	4		3
March, 1872	31	2,562 30	82 39	78 30	25	6	5		4
April, 1872	30	2,407 35	80 15	78 30	26	4	2		1
May, 1872	31	2,373 00	76 32	66 30	27	4	4		1
June, 1872	30	2,060 45	68 41	67 30	25	2	1		1
July, 1872	31	2,398 50	74 09	64 30	19	12	10	1	5
August, 1872	30	2,088 30	69 37	65 00	23	7	7		7
September, 1872	28	1,937 05	69 10	65 00	22	6	6	1	6
Whole period	362	28,113 50	77 39	64 30	280	82	53	3	40
Oct. to April, inclusive ..	212	17,355 40	81 51	76 50	161	51	25	1	20
May to Sept., inclusive ..	150	10,758 10	71 43	64 30	119	31	28	2	20

14.—Through mails to Washington from New Orleans.

ROUTE.—From New Orleans, La., via Canton, Miss., Grand Junction, Tenn., Chattanooga, Tenn., (till May 16, 1872, and afterward from New Orleans, La., via Mobile, Ala., Montgomery, Ala., Calera, Ala., Dalton, Ga.,) Cleveland, Tenn., Knoxville, Tenn., Bristol, Tenn., and Lynchburgh, Va., to Washington, D. C.—1,280 miles, (1,188 miles via Dalton.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	30	2,352 25	78 24	72 40	24	6	6		1
November, 1871	30	2,274 25	75 48	72 45	27	3	3		3
December, 1871	31	2,570 20	82 54	72 45	19	12	12		2
January, 1872	30	2,472 10	82 24	72 45	18	12	12		2
February, 1872	29	2,436 30	84 10	72 45	15	14	14		2
March, 1872	32	2,543 50	79 24	72 45	20	12	12		6
April, 1872	30	2,446 40	81 33	72 45	21	9	9		5
May, 1872	36	2,957 55	72 09	61 50	35	1	1		1
June, 1872	31	2,002 20	64 35	62 10	27	4	3		2
July, 1872	31	2,179 10	70 17	61 10	30	11	11		6
August, 1872	31	1,928 05	62 11	61 50	31				
September, 1872	30	1,900 05	63 20	62 00	28	2			1
Whole period	371	28,063 55	75 38	61 10	285	86	84		52
Oct. to April, inclusive ..	212	17,096 20	60 38	72 40	144	68	68		42
May to Sept., inclusive ..	159	10,967 35	68 58	61 10	141	18	16		10

15.—Through mails to New Orleans from New York.

SOUTHWESTERN ROUTE.—From New York, N. Y., via Washington, D. C., Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Cleveland, Tenn., Chattanooga, Tenn., Grand Junction, Tenn., and Canton, Miss., (till May 16, 1872, and afterward, after passing Cleveland, Tenn., via Dalton, Ga., Calera, Ala., Montgomery, Ala., and Mobile, Ala.) to New Orleans, La.—1,510 miles, (1,418 miles via Dalton.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	28	2,574 18	88 46	85 34	17	12	2	1	3
November, 1871	30	2,810 35	93 41	85 34	23	7	6	.....	6
December, 1871	31	2,907 39	93 47	87 09	23	9	6	.....	6
January, 1872	30	2,735 05	91 10	87 14	23	8	4	.....	5
February, 1872	30	2,779 40	92 39	87 14	23	8	6	.....	4
March, 1872	31	2,833 14	91 23	87 14	25	6	5	.....	2
April, 1872	30	2,694 55	89 49	87 14	26	4	3	.....	2
May, 1872	31	2,645 19	85 19	76 44	27	4	4	.....	1
June, 1872	30	2,400 10	80 00	76 14	24	6	4	.....	3
July, 1872	31	2,479 59	79 59	73 14	19	12	10	1	5
August, 1872	30	2,398 35	79 57	73 44	21	9	9	.....	8
September, 1872	30	2,394 20	79 48	73 44	30	10	9	.....	7
Whole period	363	31,653 47	87 12	73 14	268	95	68	2	53
Oct. to April, inclusive	211	19,335 24	91 38	85 34	157	54	32	1	29
May to Sept., inclusive	152	12,318 23	81 09	73 14	111	41	36	1	24

WESTERN ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Columbus, Ohio, Cincinnati, Ohio, Louisville, Ky., Bowling Green, Ky., Humboldt, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,608 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	31	3,018 25	97 21	77 55	4	27	13	.....	8
November, 1871	28	2,586 25	92 23	77 30	4	24	23	.....	5
December, 1871	31	2,982 35	96 12	77 00	3	28	28	.....	6
January, 1872	31	2,790 35	90 10	79 20	7	24	23	.....	1
February, 1872	29	2,742 25	94 33	79 20	1	28	28	.....	5
March, 1872	30	2,694 15	89 48	79 15	5	25	24	1	2
April, 1872	30	2,719 55	90 39	79 20	8	22	21	.....	1
May, 1872	30	2,619 50	87 19	79 25	12	18	18	.....	2
June, 1872	31	2,680 35	86 47	77 00	10	21	4	.....	7
July, 1872	31	2,643 15	85 15	78 25	12	19	4	.....	4
August, 1872	30	2,367 19	78 54	73 55	22	8	6	.....	4
September, 1872	26	2,268 10	87 14	73 00	8	18	18	.....	7
Whole period	358	32,123 44	89 43	79 55	96	262	209	1	52

16.—Through mails to New York from New Orleans.

SOUTHWESTERN ROUTE.—From New Orleans, La., via Canton, Miss., Grand Junction, Tenn., Chattanooga, Tenn., (till May 16, 1872, and afterward from New Orleans, La., via Mobile, Ala., Montgomery, Ala., Calera, Ala., (Dalton, Ga.,) Cleveland, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburgh, Va., and Washington, D. C., to New York, N. Y.—1,510 miles, (1,418 miles via Dalton.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	29	2,650 10	91 20	85 15	23	6	6		2
November, 1871.....	30	2,640 00	88 00	85 25	27	3	2		2
December, 1871.....	30	2,842 55	94 45	85 15	19	11	10		
January, 1872.....	31	2,942 30	94 55	85 10	19	12	12		5
February, 1872.....	30	2,862 45	95 25	84 00	15	15	14		3
March, 1872.....	31	2,823 25	91 40	85 15	20	11	6		7
April, 1872.....	30	2,711 50	90 23	85 10	23	7	4		3
May, 1872.....	30	2,473 45	82 27	71 50	30				2
June, 1872.....	30	2,291 40	76 23	71 30	23	7	7		5
July, 1872.....	33	2,837 45	85 59	71 55	13	20	20		6
August, 1872.....	31	2,351 50	75 50	71 50	23	8	8		7
September, 1872.....	30	2,386 25	79 32	72 00	15	15	15		7
Whole period.....	365	31,815 00	87 09	71 30	250	115	104		63
Oct. to April, inclusive.....	211	19,473 35	92 17	84 00	146	65	54		35
May to Sept., inclusive.....	154	12,341 25	80 09	71 30	104	50	50		28

WESTERN ROUTE.—From New Orleans, La., via Canton, Miss., Grand Junction, Tenn., Humboldt, Tenn., Bowling Green, Ky., Louisville, Ky., Cincinnati, Ohio, Columbus, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,608 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871.....	26	2,657 00	102 11	95 00		26			11
November, 1871.....	27	2,869 25	95 30	95 00		30	7		4
December, 1871.....	31	3,068 40	84 59	82 30		31	30		1
January, 1872.....	30	2,684 50	96 09	95 50		30	30	1	4
February, 1872.....	29	2,970 35	102 26	95 00		29	28		5
March, 1872.....	30	2,981 20	96 42	79 00		29	28		6
April, 1872.....	30	2,913 55	97 07	95 40	1	29	30		1
May, 1872.....	32	3,067 20	95 51	78 45	2	30	30		4
June, 1872.....	30	2,601 15	86 42	76 30	10	20	11		4
July, 1872.....	30	2,543 30	84 47	76 30	11	19	8		5
August, 1872.....	29	2,393 10	82 31	76 15	17	12	6		5
September, 1872.....	25	2,266 00	90 38	73 00	9	16	14		5
Whole period.....	352	33,217 00	94 21	73 00	50	302	252	1	49

17.—Through mails to Memphis from New York.

SOUTHWESTERN ROUTE.—From New York, N. Y., via Washington, D. C., Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Chattanooga, Tenn., and Grand Junction, Tenn., to Memphis, Tenn.—1,165 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	31	2,050 34	66 08	62 59	25	6	4	.....	3
November, 1871	30	2,066 15	68 52	62 59	25	7	6	.....	6
December, 1871	31	2,125 09	68 33	62 59	25	6	6	.....	5
January, 1872	31	2,021 40	65 12	62 59	25	6	2	.....	2
February, 1872	29	1,846 11	63 39	62 59	28	1	1	.....	1
March, 1872	31	1,981 59	63 56	62 59	29	2	1	.....	1
April, 1872	30	1,948 00	64 56	62 59	26	4	2	.....	2
May, 1872	30	1,890 15	63 00	62 59	30	.....	.....	1	1
June, 1872	30	1,836 20	64 32	62 59	28	2	2	.....	2
July, 1872	31	2,077 59	67 10	61 59	26	5	4	.....	4
August, 1872	31	1,956 44	63 07	61 59	29	2	2	.....	1
September, 1872	30	1,907 30	63 35	61 59	28	2	2	.....	2
Whole period	365	23,808 36	65 13	61 59	322	43	32	1	30

WESTERN ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Columbus, Ohio, Cincinnati, Ohio, Louisville, Ky., Bowling Green, Ky., and Humboldt, Tenn., to Memphis, Tenn.—1,329 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	31	1,868 30	60 16	57 30	29	2	1	.....	1
November, 1871	30	1,810 20	60 20	55 00	28	2	1	.....	1
December, 1871	31	1,940 30	62 35	57 30	22	9	9	.....	.....
January, 1872	31	1,846 45	59 34	57 30	30	1	.....	.....	.....
February, 1872	29	1,727 30	59 34	57 30	28	1	1	.....	.....
March, 1872	31	1,842 30	59 26	57 30	30	1	1	.....	.....
April, 1872	30	1,785 00	59 30	57 30	30	.....	.....	.....	.....
May, 1872	31	1,830 30	59 20	57 30	31	.....	.....	.....	.....
June, 1872	30	1,779 15	59 18	57 30	30	.....	.....	.....	.....
July, 1872	31	1,849 00	59 38	57 45	31	.....	.....	.....	.....
August, 1872	31	1,837 15	59 12	57 45	31	.....	.....	.....	.....
September, 1872	30	1,791 15	59 42	57 45	30	.....	.....	.....	.....
Whole period	366	21,908 20	59 51	55 00	350	16	13	.....	1

18.—Through mails to New York from Memphis.

SOUTHWESTERN ROUTE.—From Memphis, Tenn., via Grand Junction, Tenn., Chattanooga, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburgh, Va., and Washington, D. C., to New York, N. Y.—1,165 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	32	2,279 10	71 13	68 15	28	4	3	.....	1
November, 1871	30	2,054 30	68 29	67 30	29	1	1	.....	.....
December, 1871	31	2,192 10	70 49	67 30	26	5	4	.....	3
January, 1872	31	2,127 35	68 37	67 15	30	1	1	.....	1
February, 1872	29	2,107 55	72 41	67 30	21	8	4	.....	4
March, 1872	31	2,243 15	72 21	67 30	22	9	4	.....	3
April, 1872	30	2,071 40	69 03	67 25	26	4	4	.....	.....
May, 1872	31	2,100 45	67 45	67 25	30	1	.....	.....	.....
June, 1872	30	2,071 40	69 03	67 25	28	2	1	.....	1
July, 1872	31	2,444 40	78 51	66 25	6	2	2	.....	.....
August, 1872	31	2,153 45	69 28	68 20	24	7	6	.....	2
September, 1872	30	2,064 15	68 48	66 30	26	4	1	.....	1
Whole period	367	25,911 20	70 36	66 20	296	71	31	.....	17

WESTERN ROUTE.—From Memphis, Tenn., via Humboldt, Tenn., Bowling Green, Ky., Louisville, Ky., Cincinnati, O., Columbus, O., Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,229 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	30	1,908 30	63 37	59 10	9	21	14	.....	6
November, 1871	34	2,114 45	62 11	50 45	13	21	9	.....	6
December, 1871	54	3,435 45	63 37	53 40	19	25	27	.....	2
January, 1872	52	3,361 25	64 38	53 45	23	29	19	.....	5
February, 1872	45	2,898 15	64 24	49 30	19	26	12	.....	5
March, 1872	58	3,561 45	61 24	53 25	35	23	21	.....	1
April, 1872	51	3,102 05	60 49	51 30	30	21	18	.....	2
May, 1872	56	3,325 15	59 29	53 25	39	17	15	.....	.....
June, 1872	54	3,218 45	59 36	48 05	29	25	6	.....	2
July, 1872	56	3,323 50	59 21	49 30	23	23	11	.....	1
August, 1872	55	3,199 25	58 10	49 00	36	19	16	.....	2
September, 1872	53	3,349 00	63 11	50 00	22	31	26	.....	.....
Whole period	598	36,798 45	61 32	49 00	307	291	207	11	35

19.—Through mails to Cincinnati from Washington.

ROUTE.—From Washington, D. C., via Cumberland, Md., Grafton, W. Va., and Parkersburgh, W. Va., to Cincinnati, Ohio—612 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871.....	46	1,215 55	26 25	22 55	28	18		2	3
November, 1871.....	39	1,512 45	25 38	22 55	45	14			
December, 1871.....	50	1,578 50	26 18	24 05	46	14		1	1
January, 1872.....	36	1,490 05	25 41	24 15	52	6			
February, 1872.....	34	1,420 35	26 18	24 15	50	4	2		
March, 1872.....	33	1,397 05	26 21	24 15	46	7	1	2	1
April, 1872.....	37	1,516 40	26 36	23 30	48	9	2		
May, 1872.....	38	1,468 20	25 18	24 15	56	2			
June, 1872.....	34	1,336 30	24 45	23 00	53	1	1	1	
July, 1872.....	38	1,460 15	25 10	23 00	53	5			
August, 1872.....	37	1,440 20	25 16	23 00	50	7			1
September, 1872.....	36	1,424 20	25 26	23 00	50	6			
Whole period.....	670	17,261 40	25 45	22 55	577	93	6	6	6

20.—Through mails to Washington from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Parkersburgh, W. Va., Grafton, W. Va., and Cumberland, Md., to Washington, D. C.—612 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871.....	53	1,431 50	27 00	23 30	28	25	1		
November, 1871.....	45	1,233 45	27 30	23 25	26	19	5	1	
December, 1871.....	54	1,623 35	30 03	23 40	28	26	13	1	
January, 1872.....	46	1,277 10	27 45	23 40	31	15	6	5	1
February, 1872.....	51	1,417 20	27 49	20 05	32	19	4	1	2
March, 1872.....	53	1,406 40	26 32	20 05	42	11	3	1	2
April, 1872.....	53	1,454 20	27 26	20 05	44	9	7	2	1
May, 1872.....	56	1,462 50	26 07	19 40	50	6	3		1
June, 1872.....	52	1,379 20	26 31	21 30	43	9	3		1
July, 1872.....	52	1,333 40	25 38	19 45	40	12	1		1
August, 1872.....	52	1,349 30	25 57	23 20	41	11	4		6
September, 1872.....	51	1,361 10	26 41	23 20	37	14	2		2
Whole period.....	618	16,731 10	27 04	19 40	442	176	52	11	17

21.—Through mails to Cincinnati from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Steubenville, Ohio, Columbus, Ohio, and Xenia, Ohio, to Cincinnati, Ohio—744 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	82	2,893 50	35 17	29 00	58	24	9	1	
November, 1871	89	2,753 10	34 17	29 00	61	19	9		1
December, 1871	77	2,749 20	37 00	29 00	43	34	19		
January, 1872	82	3,002 55	36 37	29 00	44	38	14		
February, 1872	77	2,904 55	37 45	29 00	36	41	18	2	
March, 1872	81	2,947 10	36 23	29 00	63	18	15		1
April, 1872	79	2,773 40	35 05	29 00	47	32	10		
May, 1872	82	2,848 55	34 44	29 00	62	20	10		1
June, 1872	75	2,652 35	35 22	29 15	54	21	7		
July, 1872	81	2,898 10	35 46	29 15	61	20	17		1
August, 1872	57	1,928 50	33 50	28 15	49	8	5		1
September, 1872	51	1,785 05	35 00	28 15	31	20	11		3
Whole period	904	32,237 35	35 38	28 15	609	295	144	3	2

22.—Through mails to New York from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Xenia, Ohio, Columbus, Ohio, Steubenville, Ohio, Pittsburgh, Pa. and Harrisburgh, Pa., to New York, N. Y.—744 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	62	2,114 00	34 05	28 05	51	11	6	2	2
November, 1871	57	1,933 25	33 55	26 35	50	7	1	1	1
December, 1871	64	2,285 15	35 42	29 40	38	26	5	1	
January, 1872	63	2,209 75	36 10	29 50	39	24	6		1
February, 1872	62	2,253 30	36 20	27 45	38	24	6	1	2
March, 1872	65	1,930 50	29 42	21 30	47	18	3		
April, 1872	70	2,327 20	33 14	24 00	53	17	7		
May, 1872	69	2,323 50	33 40	28 40	58	11	4		1
June, 1872	60	2,008 90	33 28	26 30	36	24	6	1	1
July, 1872	62	2,048 15	32 42	24 10	47	15	3		
August, 1872	66	2,714 55	32 57	27 50	50	16	4		
September, 1872	60	2,088 45	34 48	21 35	41	19	10	2	
Whole period	760	26,238 40	34 31	21 30	543	212	61	8	2

23.—Through mails to Saint Louis from Washington.

ROUTE.—From Washington, via Cumberland, Md., Grafton, W. Va., Bellaire, Ohio., Columbus, Ohio., Indianapolis, Ind., and Mattoon, Ill., (also, after passing Grafton, via Parkersburgh, W. Va., and Cincinnati, Ohio.) to Saint Louis, Mo.—936 miles, (954 miles via Parkersburgh.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	52	2,520 00	48 27	40 30	22	30	9	.....	3
November, 1871	52	2,428 30	46 42	40 30	24	28	.....	.....	1
December, 1871	52	2,656 30	51 05	40 00	26	26	12	.....	2
January, 1872	54	2,627 00	48 38	40 30	26	22	12	.....	3
February, 1872	53	2,488 00	46 56	42 45	27	26	7	.....	1
March, 1872	55	2,532 30	46 20	40 00	33	22	6	.....	1
April, 1872	52	2,320 45	44 37	40 30	40	12	3	.....	2
May, 1872	56	2,412 45	43 05	40 30	47	9	1	.....	.....
June, 1872	55	2,322 00	42 13	40 30	51	4	1	.....	.....
July, 1872	55	2,383 20	43 20	40 30	39	16	3	.....	.....
August, 1872	52	2,209 05	42 28	40 30	43	9	2	.....	1
September, 1872	55	2,494 45	45 21	40 30	34	21	7	.....	1
Whole period	643	29,395 10	45 42	40 00	412	231	74	17	15

24.—Through mails to Washington from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Mattoon, Ill., Indianapolis, Ind., Columbus, Ohio., Bellaire, Ohio., (also, from Saint Louis, Mo., via Cincinnati, Ohio., Parkersburgh, W. Va.,) Grafton, W. Va., and Cumberland, Md., to Washington, D. C.—966 miles, (954 miles via Parkersburgh.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	53	2,499 15	47 09	39 00	20	33	7	1	3
November, 1871	56	2,639 35	47 08	35 40	26	30	23	.....	2
December, 1871	56	2,774 15	49 32	39 10	39	17	16	.....	3
January, 1872	54	2,542 50	47 05	36 00	47	7	5	1	3
February, 1872	55	2,628 45	47 47	35 50	31	24	12	1	3
March, 1872	56	2,544 30	45 26	36 00	49	7	7	.....	.....
April, 1872	55	2,642 05	48 20	36 00	39	16	10	.....	2
May, 1872	56	2,498 15	44 36	35 35	49	7	5	.....	2
June, 1872	55	2,415 10	43 54	36 35	42	13	4	.....	.....
July, 1872	55	2,367 20	43 02	37 45	31	24	6	.....	.....
August, 1872	57	2,436 55	42 45	33 40	37	20	8	1	3
September, 1872	52	2,318 20	44 35	37 50	30	22	9	.....	4
Whole period	660	30,307 15	45 55	33 40	440	220	112	4	25

25.—Through mails to Saint Louis from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Steubenville, Ohio, Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and Mattoon, Ill., (also, after passing Terre Haute, via Vandalia, Ill.,) to Saint Louis, Mo.—1,074 miles, (1,050 miles via Vandalia.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	77	4, 034 00	52 23	45 30	45	39	17	4	.....
November, 1871	80	4, 073 00	50 54	45 00	62	18	14	2	.....
December, 1871	76	4, 055 30	53 21	46 30	48	28	17	5	.....
January, 1872	64	3, 373 30	52 42	43 30	43	21	18	13	.....
February, 1872	70	4, 099 00	58 33	45 30	23	47	32	7	.....
March, 1872	74	3, 875 25	52 22	45 00	43	31	17	7	.....
April, 1872	75	3, 906 00	52 04	45 00	52	23	17	5	.....
May, 1872	74	3, 707 00	50 05	45 00	50	24	10	4	.....
June, 1872	74	3, 809 50	51 29	44 00	42	32	19	5	.....
July, 1872	72	3, 501 50	48 38	44 00	56	16	7	5	.....
August, 1872	54	2, 652 55	49 15	43 00	43	11	9	2	.....
September, 1872	49	2, 410 20	49 10	42 30	32	17	9	1	.....
Whole period	839	43, 498 20	51 50	42 30	539	300	186	60	.....

26.—Through mails to New York from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Mattoon, Ill., (also via Vandalia, Ill.,) Terre Haute, Ind., Indianapolis, Ind., Columbus, Ohio, Steubenville, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,074 miles, (1,050 miles via Vandalia.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871	61	3, 180 40	52 11	41 30	36	25	6	4	.....
November, 1871	70	3, 574 00	51 03	43 45	55	15	5	1	.....
December, 1871	66	3, 508 20	53 09	43 50	31	35	13	6	.....
January, 1872	72	3, 756 05	52 09	44 30	46	26	17	4	.....
February, 1872	63	3, 691 35	58 35	45 15	25	38	27	7	.....
March, 1872	75	3, 764 45	50 11	44 30	50	25	9	3	.....
April, 1872	70	3, 477 10	49 40	44 00	57	13	9	5	.....
May, 1872	73	3, 842 10	49 15	44 10	66	12	5	1	.....
June, 1872	74	3, 632 50	49 05	42 00	62	12	5	2	.....
July, 1872	73	3, 595 15	49 15	40 35	58	15	7	2	.....
August, 1872	73	3, 828 00	49 04	41 45	66	12	4	2	.....
September, 1872	65	3, 315 10	51 00	42 30	45	20	10	4	.....
Whole period	845	43, 166 00	51 05	40 35	597	248	113	42	.....

27.—Through mails to Chicago from Washington.

ROUTE.—From Washington, D. C., via Baltimore, Md., Harrisburgh, Pa., and Pittsburgh, Pa., to Chicago, Ill.—841 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871*									
November, 1871*									
December, 1871*									
January, 1872*									
February, 1872	54	2, 002 00	37 11	35 05	87	7			
March, 1872	57	2, 192 55	38 28	35 25	47	10	4		1
April, 1872	55	2, 018 20	36 41	35 15	55				
May, 1872	58	2, 120 25	36 33	35 25	58				
June, 1872	56	2, 046 50	36 33	35 15	55	1			
July, 1872	57	2, 084 35	36 34	35 05	57				
August, 1872	58	2, 116 20	36 29	35 15	58				
September, 1872	55	2, 034 40	36 59	35 05	54	1			
Whole period	450	16, 622 05	37 09	35 05	431	19	4		1

* Returns interrupted; great fire at Chicago.

28.—Through mails to Washington from Chicago.

ROUTE.—From Chicago, Ill., via Pittsburgh, Pa., Harrisburgh, Pa., and Baltimore, Md., to Washington, D. C.—841 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871*	21	830 40	39 33	33 15	15	6	2	1	
November, 1871*									
December, 1871*									
January, 1872	67	2, 654 55	39 37	32 55	47	20	1	4	1
February, 1872	73	2, 953 50	40 27	32 30	48	25	11	1	
March, 1872	76	3, 043 15	40 20	33 30	44	32	5		2
April, 1872	69	2, 678 30	38 49	32 20	57	12	9	3	
May, 1872	79	2, 977 50	37 41	32 20	69	10			
June, 1872	73	2, 770 40	38 46	32 25	57	16	8	2	
July, 1872	76	2, 884 35	37 57	33 30	67	9	5	1	
August, 1872	78	2, 910 05	37 18	33 30	68	10	4	3	
September, 1872	75	2, 989 20	39 51	33 25	49	26	1		
Whole period	687	26, 683 40	38 51	32 20	521	166	46	15	3

* Returns interrupted; great fire at Chicago.

29.—Through mails to Chicago from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., and Pittsburgh, Pa., (also from New York, N. Y. via Erie, Pa.,) to Chicago, Ill.—901 miles, (964 miles via Erie.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871*									
November, 1871*									
December, 1871*									
January, 1872*									
February, 1872	79	3, 019 30	38 13	34 30	63	16			4
March, 1872	78	2, 991 10	38 20	34 30	56	22			7
April, 1872	75	2, 797 25	37 17	34 30	72	3			7
May, 1872	83	3, 078 30	37 05	34 30	82	1			4
June, 1872	82	3, 041 35	37 05	34 20	82				4
July, 1872	83	3, 078 40	37 05	34 20	83				
August, 1872	60	2, 187 55	36 28	34 20	60				
September, 1872	55	2, 020 40	36 44	34 30	53	2			
Whole period.....	595	22, 215 25	37 20	34 20	551	44			25

* Returns interrupted; great fire at Chicago.

30.—Through mails to New York from Chicago.

ROUTE.—From Chicago, Ill., via Pittsburgh, Pa., and Harrisburgh, Pa., (also from Chicago, Ill., via Erie, Pa.,) to New York, N. Y.—901 miles, (964 miles via Erie.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1871*	35	1, 392 35	39 47	33 45	25	10	2	1	
November, 1871*									
December, 1871*									
January, 1872	70	2, 717 05	38 48	34 00	54	16			
February, 1872	69	2, 770 55	40 09	34 00	44	25	5		
March, 1872	72	2, 876 35	39 57	34 15	50	22		1	1
April, 1872	74	2, 852 05	38 32	33 50	58	16	5	1	
May, 1872	79	3, 013 05	38 08	33 50	70	9			
June, 1872	73	2, 825 00	38 41	32 20	53	20	6		1
July, 1872	76	2, 940 15	38 41	33 00	59	17	7		
August, 1872	78	3, 073 35	39 24	33 05	65	13	8		
September, 1872	75	2, 980 10	39 44	32 40	61	14	11		1
Whole period.....	701	27, 441 20	39 08	32 20	539	162	48	3	1

* Returns interrupted; great fire at Chicago.

31.—Through mails to Chicago from Boston.

ROUTE.—From Boston, Mass., via Albany, N. Y., Buffalo, N. Y., Erie, Pa., and Toledo, Ohio, to Chicago Ill.—1,042 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871*									
November, 1871*									
December, 1871*									
January, 1872									
February, 1872	26	3,604 35	47 25	39 35	81	15	9		
March, 1872	28	3,378 45	45 52	39 20	60	18	12		
April, 1872	77	3,516 53	45 40	39 15	60	17	15		
May, 1872	81	3,612 45	44 36	39 05	81				
June, 1872	76	3,391 55	44 37	38 40	74	2			
July, 1872	80	3,585 50	44 49	38 30	80				
August, 1872	81	3,581 40	44 13	38 45	81				
September, 1872	76	3,449 25	45 23	38 00	76				
Whole period	625	28,321 50	45 18	38 00	573	52	36		

* Returns interrupted; great fire at Chicago.

32.—Through mails to Boston from Chicago.

ROUTE.—From Chicago, Ill., via Toledo, Ohio, Erie, Pa., Buffalo, N. Y., and Albany, N. Y., to Boston, Mass.—1,042 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule-time.	Mails behind schedule-time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1871*									
November, 1871*									
December, 1871*	23	1,049 45	45 38	38 45	16	7	6		
January, 1872									
February, 1872	74	3,310 45	44 44	38 45	62	12	9		
March, 1872	75	3,552 15	47 21	39 00	51	24	12	1	
April, 1872	75	3,414 30	45 31	37 45	46	29	9	1	
May, 1872	76	3,331 45	43 50	38 30	60	16	10	1	
June, 1872	81	3,508 30	43 17	38 45	70	11	9	1	
July, 1872	76	3,352 00	44 06	41 15	59	17	9		
August, 1872	77	3,376 30	43 51	38 15	50	27	9	1	
September, 1872	80	3,495 35	43 41	38 15	60	20	11		
October, 1872	76	3,363 00	44 15	38 30	54	22	10	1	
Whole period	713	31,752 35	44 32	37 45	528	185	94	6	

* Returns interrupted; great fire at Chicago.

JOHN L. ROUTT,
Second Assistant Postmaster-General.

Total operations of the appointment office for the year ending June 30, 1872.

States and Territories.	Post-offices.				Postmasters.			Total number of changes.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of name and site.	Resigned and commissions expired.	Removed.	Deceased.	
Alabama	112	40	6	5	112	35	14	319
Alaska					2			2
Arizona	6	1			3	2		12
Arkansas	124	65	18	9	135	51	9	402
California	44	28	11	6	70	14	4	171
Colorado	29	7	6	4	19	5		66
Connecticut	14	2	11	5	27	9	8	71
Dakota	29	1	5	3	15	2	1	53
Delaware	3	1			5			9
District of Columbia	2				1			3
Florida	39	8	2	1	36	12	3	100
Georgia	64	15	3	2	102	13	6	203
Idaho	10	1			3	2		16
Illinois	108	44	24	6	204	38	12	430
Indiana	67	19	10	6	229	32	21	378
Iowa	121	52	22	2	209	22	8	440
Kansas	176	72	32	13	190	39	9	512
Kentucky	90	19	9	5	117	16	7	242
Louisiana	62	23	5	4	34	39	9	172
Maine	32	8	7	3	21	12	12	152
Maryland	31	15	4	2	45	15	6	116
Massachusetts	12	4	8	1	27	6	8	63
Michigan	90	20	46	27	162	38	9	265
Minnesota	44	14	12	4	81	13	2	166
Mississippi	72	36	9	4	66	21	6	210
Missouri	193	89	35	7	312	56	13	692
Montana	24	4	5	2	19	5	3	60
Nebraska	113	19	26	15	53	9	1	214
Nevada	17	5	1	1	33			56
New Hampshire	7	3	1		29	7	4	51
New Jersey	45	9	6	1	59	18		137
New Mexico	6	5			17	5	1	34
New York	91	24	17	9	200	91	35	452
North Carolina	90	29	5	3	67	24	8	223
Ohio	68	27	29	12	274	57	22	477
Oregon	51	6	5	2	35	6	4	107
Pennsylvania	95	24	30	13	309	40	34	532
Rhode Island	7		1		11	4	3	26
South Carolina	76	21	4	1	42	11	4	152
Tennessee	63	7	4	2	95	30	4	203
Texas	123	65	12	6	153	46	9	402
Utah	23	4	1	1	14			42
Vermont	6	2	2	1	37	12	2	61
Virginia	96	26	6	2	149	40	13	320
Washington	18	1	5	1	18	2	1	45
West Virginia	57	13	3	1	67	15	5	160
Wisconsin	54	11	16	7	119	18	8	226
Wyoming	9	3			4	1		17
Total	2,703	885	464	199	4,091	939	398	9,410

Table showing the increase and decrease of post-offices in the several States and Territories ; also the number of post-offices at which appointments are made by the President and by the Postmaster-General, for the year ended June 30, 1872.

States and Territories.	Whole number of post-offices in the United States June 30, 1871.	Whole number of post-offices in the United States June 30, 1872.	Increase.	Decrease.	Number of postmasters appointed by the President June 30, 1871.	Number of postmasters appointed by the President June 30, 1872.	Increase.	Decrease.	Number of postmasters appointed by the Postmaster-General June 30, 1871.	Number of postmasters appointed by the Postmaster-General June 30, 1872.	Increase.	Decrease.
Alabama	563	635	72		12	11		1	551	624	73	
Alaska	4	4							4	4		
Arizona	26	31	5			1	1		26	30	4	
Arkansas	506	565	59		5	5			501	560	59	
California	576	592	16		19	20	1		557	572	15	
Colorado	110	132	22		6	7	1		104	125	21	
Connecticut	403	415	12		35	35			368	380	12	
Dakota	49	77	28		1	1			48	76	28	
Delaware	96	98	2		4	4			92	94	2	
Dist. of Columbia	5	7	2		2	2			3	5	2	
Florida	139	170	31		5	5			134	165	31	
Georgia	499	548	49		18	20	2		481	526	47	
Idaho	33	42	9		2	2			31	40	9	
Illinois	1,674	1,738	64		108	110	2		1,566	1,638	62	
Indiana	1,370	1,418	48		48	49	1		1,322	1,369	47	
Iowa	1,240	1,309	69		33	34	1		1,167	1,255	68	
Kansas	657	761	104		21	27	6		636	734	98	
Kentucky	924	985	61		22	23			902	963	61	
Louisiana	931	970	39		6	6			925	964	39	
Maine	614	638	24		23	23			701	615	24	
Maryland	537	553	16		9	9			528	544	16	
Massachusetts	694	702	8		81	82	1		613	620	7	
Michigan	1,031	1,101	70		55	56	1		976	1,045	69	
Minnesota	672	702	30		18	18			654	664	30	
Mississippi	407	443	36		16	17	1		391	426	35	
Missouri	1,332	1,436	104		35	37	2		1,297	1,399	102	
Montana	76	96	20		3	4	1		73	92	19	
Nebraska	271	372	101		6	7	1		265	365	100	
Nevada	58	70	12		6	7	1		52	63	11	
New Hampshire	410	414	4		19	19			391	395	4	
New Jersey	564	600	36		37	39	2		527	561	34	
New Mexico	46	47	1		2	2			44	45	1	
New York	2,690	2,757	67		146	146			2,544	2,611	67	
North Carolina	777	838	61		11	11			766	827	61	
Ohio	2,054	2,095	41		87	88	1		1,967	2,007	40	
Oregon	175	220	45		2	2			173	218	45	
Pennsylvania	2,893	2,964	71		104	106	2		2,789	2,858	69	
Rhode Island	106	107	7		10	10			90	97	7	
South Carolina	336	391	55		8	8			328	363	55	
Tennessee	874	930	56		14	14			860	916	56	
Texas	596	654	58		12	20	1		577	634	57	
Utah	136	155	19		3	3			153	158	19	
Vermont	467	471	4		18	18			449	453	4	
Virginia	1,115	1,185	70		20	20			1,095	1,165	70	
Washington	92	109	17		2	2			90	107	17	
West Virginia	614	658	44		5	5			609	653	44	
Wisconsin	1,085	1,128	43		43	43			1,042	1,085	43	
Wyoming	24	30	6		3	3			21	27	6	
Total	30,045	31,863	1,818		1,172	1,200	28	1	28,873	30,663	1,790	

Statement of the operations of the letter-carrier system for the year ended June 30, 1872.

Post-office.	State.	Mail letters delivered.	Local letters delivered.	Newspapers, &c., delivered.	Letters collected.	Amount of local postage.	Amount paid cart- ers, including in- cidental expenses.
Albany	New York	2,394,316	241,303	730,212	1,903,779	86,345 75	821,885 76
Albany	Pennsylvania	737,493	88,114	465,207	313,969	3,532 29	7,594 98
Baltimore	Maryland	4,650,010	613,826	1,110,864	3,867,435	16,687 70	54,717 98
Boston	Massachusetts	5,837,615	1,902,397	1,545,803	8,543,409	66,923 84	66,923 84
Brooklyn	New York	2,708,344	567,466	1,081,146	1,344,795	15,452 86	43,784 45
Buffalo	do	703,316	320,677	973,356	1,675,090	7,818 81	31,814 81
Cambridge	Massachusetts	441,479	29,785	114,070	130,573	616 38	3,800 00
Cambridgeport	do	372,908	24,384	142,119	154,722	3,358 68	553 42
Charlestown	do	474,171	28,691	191,418	247,867	759 37	4,130 00
Chicago	Illinois	12,084,913	1,613,437	215,042	12,026,074	41,720 68	107,759 33
Cincinnati	Ohio	4,413,189	725,404	864,124	3,377,164	20,635 56	50,971 96
Cleveland	do	2,760,758	296,384	844,689	2,083,280	9,873 15	23,539 69
Dayton	do	877,803	202,047	1,079,240	7,716 77	7,718 83	23,122 26
Detroit	Michigan	3,045,543	47,771	1,372,638	201,649	1,361 04	5,621 28
Erie	Pennsylvania	478,551	25,535	131,552	136,244	1,301 75	3,342 48
Harrisburgh	do	331,946	108,945	285,989	409,581	1,202 40	8,076 02
Hartford	Connecticut	753,377	156,278	502,153	1,267,575	3,161 56	15,754 15
Indianapolis	Indiana	1,807,073	152,947	244,321	1,244,321	1,597 93	5,400 00
Jersey City	New Jersey	623,208	40,937	155,286	470,427	705 74	4,161 18
Laurens	Pennsylvania	373,019	94,554	145,907	192,328	6,049 54	25,053 15
Lawrence	Massachusetts	490,784	24,259	246,202	470,427	1,054 96	4,590 87
Lowell	Kentucky	845,786	311,061	700,856	1,803,800	829 47	4,899 07
Lowell	Massachusetts	501,857	40,808	923,088	583,637	637 18	5,637 79
Lyons	do	465,209	26,871	946,005	953,102	1,643 60	9,195 06
Manchester	New Hampshire	483,793	25,382	231,922	699,844	4,377 95	20,379 17
Memphis	Tennessee	1,985,150	103,506	404,811	1,912,366	1,635 30	19,126 16
Milwaukee	Wisconsin	2,077,903	140,529	303,653	929,172	5,594 83	19,126 16
Nashville	Tennessee	2,917,970	51,656	640,463	948,137	1,067 46	4,253 56
Newark	New Jersey	1,526,471	273,151	290,445	421,618	4,404 56	8,247 24
New Bedford	Massachusetts	386,493	18,100	169,069	200,445	5,169 92	34,544 59
New Haven	Connecticut	361,018	90,086	687,080	20,313,369	454,120 29	303,949 29
New Orleans	Louisiana	1,232,070	147,493	5,848,490	15,147,301	173 73	177,047 65
New York	New York	20,919,446	15,147,301	4,569,361	16,427,639	2,962 34	15,703 52
Philadelphia	Pennsylvania	13,076,907	6,326,751	2,319,783	1,719,608	2,050 18	7,472 53
Pittsburgh	do	1,076,354	247,777	325,018	412,390	7,547 50	11,204 30
Portland	Maine	247,777	153,665	340,444	412,390	7,547 50	11,204 30
Providence	Rhode Island	471,572	153,665	340,444	412,390	7,547 50	11,204 30

[illegible]

* No report from Chicago for September, owing to the great fire.

Table showing the number of post-offices in each of the several States and Territories of the United States, as well as the aggregate salaries of the postmasters therein, as re-adjusted, to take effect on the 1st July, 1872.

States and Territories.	Number of post-offices in each State and Territory.	Aggregate salaries paid to postmasters in each State and Territory.	States and Territories.	Number of post-offices in each State and Territory.	Aggregate salaries paid to postmasters in each State and Territory.
Alabama	635	\$62,250	Missouri	1,436	\$193,509
Alaska	4	271	Montana	96	14,139
Arizona	31	4,191	Nebraska	372	39,213
Arkansas	565	42,754	Nevada	70	22,091
California	592	109,441	New Hampshire	414	101,535
Colorado	132	26,954	New Jersey	600	157,325
Connecticut	415	155,439	New Mexico	47	9,538
Dakota	77	6,963	New York	2,757	661,578
Delaware	98	19,829	North Carolina	838	25,940
District of Columbia	7	6,973	Ohio	2,095	397,026
Florida	170	23,061	Oregon	220	25,295
Georgia	548	87,318	Pennsylvania	2,964	488,223
Idaho	42	6,627	Rhode Island	107	36,714
Illinois	1,738	441,832	South Carolina	391	41,274
Indiana	1,418	231,109	Tennessee	930	86,906
Iowa	1,309	252,406	Texas	654	100,121
Kansas	761	124,302	Utah	155	17,530
Kentucky	985	110,915	Vermont	471	103,815
Louisiana	270	33,430	Virginia	1,185	117,561
Maine	838	147,186	Washington	109	8,682
Maryland	553	69,816	West Virginia	658	47,654
Massachusetts	702	333,250	Wisconsin	1,128	193,392
Michigan	1,101	245,444	Wyoming	30	10,775
Minnesota	702	100,224			
Mississippi	443	75,089	Total	31,863	5,620,045

CONVENTION BETWEEN THE POST DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POST DEPARTMENT OF THE GERMAN EMPIRE.

The Post Department of the United States of America and the Post Department of the German Empire, being desirous of establishing an exchange of post-office money-orders between those countries, the undersigned, duly authorized for that purpose, have, subject to ratification, agreed upon the following articles:

ARTICLE I.

There shall be a regular exchange of post-office money-orders between the two countries. The maximum of each order is fixed at the equivalent of fifty dollars in United States gold, when issued in Germany; and when issued in the United States, at fifty dollars in the national paper currency of the latter country.

ARTICLE II.

It is agreed that, in the conversion of the money of the two countries, the thaler shall be considered as equivalent to seventy-one cents in United States coin of gold value.

The two offices, however, shall be authorized to modify, by common agreement, the above rate of conversion.

ARTICLE III.

The value in gold coin of the United States of deposits in paper money made in that country for payment in Germany shall be determined at the post-office of New York, according to the rate of premium on gold on the day of the receipt, at that office, of the notification of such deposit. On the other hand, the value in United States paper currency of money-orders issued in Germany, in United States gold, and payable in the United States, shall be determined in accordance with the premium on gold on the day of the receipt of the notification of such orders at the post-office of New York.

ARTICLE IV.

The rates of commission on orders issued in pursuance of this convention shall be fixed as follows, to wit:

In the United States there shall be charged and collected for every money-order payable in Germany—

For any sum not exceeding five dollars, a rate of fifteen cents.

For any sum above five dollars, but not exceeding ten dollars, a rate of twenty-five cents.

For any sum above ten dollars, but not exceeding twenty dollars, a rate of fifty cents.

For any sum above twenty dollars, but not exceeding thirty dollars, a rate of seventy-five cents.

For any sum above thirty dollars, but not exceeding forty dollars, a rate of one dollar.

For any sum above forty dollars, but not exceeding fifty dollars, a rate of one dollar and twenty-five cents.

These rates shall be payable in the paper currency of the United States.

In Germany there shall be charged and collected for every order payable in the United States—

For any sum not exceeding five dollars, a rate of four silbergroschen.

For any sum above five dollars, but not exceeding ten dollars, a rate of eight silbergroschen.

For any sum above ten dollars, but not exceeding twenty dollars, a rate of sixteen silbergroschen.

For any sum above twenty dollars, but not exceeding thirty dollars, a rate of twenty-four silbergroschen.

For any sum above thirty dollars, but not exceeding forty dollars, a rate of thirty-two silbergroschen.

For any sum above forty dollars, but not exceeding fifty dollars, a rate of forty silbergroschen.

These rates shall, in all cases, be paid in advance by the remitter, and shall not, in any event, be repayable.

ARTICLE V.

The amounts of commission shall be divided between the two offices as follows, to wit:

1. The United States Post Department shall pay in gold coin to the German Post Department, for money-orders issued in paper money in the United States of America, and payable in Germany—

For any sum not exceeding five dollars, the amount of six cents.

For any sum above five dollars, and not exceeding ten dollars, the amount of ten cents.

For any sum above ten dollars, but not exceeding twenty dollars, the amount of twenty cents.

For any sum above twenty dollars, but not exceeding thirty dollars, the amount of thirty cents.

For any sum above thirty dollars, but not exceeding forty dollars, the amount of forty cents.

For any sum above forty dollars, but not exceeding fifty dollars, the amount of fifty cents.

2. The German Post Department shall pay to the United States Post Department, for money-orders issued in Germany, and payable in the United States of America—

For any sum not exceeding five dollars, in United States gold, the amount of two silbergroschen.

For any sum above five dollars, and not exceeding ten dollars, in United States gold, the amount of four silbergroschen.

For any sum above ten dollars, and not exceeding twenty dollars, in United States gold, the amount of eight silbergroschen.

For any sum above twenty dollars, but not exceeding thirty dollars, in United States gold, the amount of twelve silbergroschen.

For any sum above thirty dollars, but not exceeding forty dollars, in United States gold, the amount of sixteen silbergroschen.

For any sum above forty dollars, but not exceeding fifty dollars, in United States gold, the amount of twenty silbergroschen.

ARTICLE VI.

Should the value of United States paper money become identical with that of gold coin, the basis of the commission to be charged on money-orders issued in the United States for payment in Germany shall be reduced to 2 per cent., and each country shall then pay to the other a moiety of the commission received.

The two offices, moreover, shall, by common agreement, arrange for a diminution of the rates of commission fixed in Article IV of this convention, so soon as circumstances will permit a diminution thereof.

ARTICLE VII.

In the payment of money-orders to the public, no account shall be taken of any fraction of a cent, or of one-quarter silvergroschen.

ARTICLE VIII.

Any person in the United States, desiring to remit to any part of Germany a sum of money within the limits prescribed by Article I of this convention, may pay it into any money-order office of the former country authorized to receive sums payable in Germany, and to pay orders for sums remitted from that country.

The remitter shall give to the postmaster at such money-order office the name and exact address of the person to whom the amount is to be paid in the country of destination, and also his own name and address.

Any person in Germany desiring to remit to the United States a sum of money within the limits prescribed by Article I, may pay it into any post-office of the country of his residence, giving at the same time his own name and address, and the name and exact address of the person to whom the amount is to be paid in the United States. The receiving post-office in either country shall transmit, in accordance with the rules established by its postal administration, due notification of such payment by an internal money-order or otherwise to the dispatching exchange office.

ARTICLE IX.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of two offices of exchange. On the part of the United States, the office of exchange shall be New York, and, on the part of Germany, Cologne.

ARTICLE X.

Each exchange office shall send by each mail to the corresponding exchange office a certified list of sums received in its own country, since the last previous transmission, to be paid in the other. The list by means of which the exchange office of New York communicates to the exchange office of Cologne the amounts deposited in the United States, to be paid in Germany, shall be in conformity with the model "A," annexed to the present convention. The list, by means of which the exchange office of Cologne communicates to that of New York the amounts deposited in Germany, to be paid in the United States, shall follow the pattern "B," hereto annexed.

The lists dispatched from each office of exchange, as well as the entries therein, shall be numbered consecutively, commencing with No. 1, at the beginning of each year. Single lists shall be sent in each case from Cologne, but those from New York shall be in duplicate.

Should it happen that, at the departure of the mail, there are no deposits to be communicated for payment, the list must, nevertheless, be sent in that mail. But, in such event, the exchange office will write across the list the words "No money-orders."

ARTICLE XI.

As soon as the lists of the dispatching office shall have reached the receiving office of exchange, the latter shall verify the lists received, and, if errors are found, will indicate them with red ink. The exchange office of Cologne will place its mark of acceptance on the back of one of the duplicates received from New York, describe thereon, in detail, the errors, should any be discovered, and then return such duplicate to the exchange office of New York. The exchange office of New York shall acknowledge each list received from the exchange office of Cologne by means of the first subsequent list forwarded to the latter office.

The receiving office shall make out internal money-orders in favor of the payees for the amounts specified in the list, and shall forward them, free of postage, to the payees or to the paying office, in conformity with the regulations existing in each country for the payment of money-orders.

When the lists shall show irregularities, which the receiving office shall not be able to rectify, that office shall demand an explanation from the dispatching office, which shall give such explanation with as little delay as possible. Pending the receipt of the explanation, the issue of domestic money-orders, or orders of payment relating to the entries found to be erroneous in the list, may be suspended.

ARTICLE XII.

At the close of each quarter an account in duplicate shall be prepared and transmitted by the Post Department of Germany to the Post Department of the United States. For this quarterly account a form shall be used in exact conformity with the pattern "C," hereto annexed. If this account shows a balance in favor of the German postal administration, that of the United States will return a copy of the quarterly account bearing the acknowledgment of its acceptance of the balance, and will transmit therewith a bill of exchange drawn on Berlin for the amount thereof, and payable to the German postal administration. The latter will then send an acknowledgment of receipt to the postal administration of the United States. If, on the other hand, the quarterly account shows a balance in favor of the United States postal administration, the latter will return one copy bearing the acknowledgment of its acceptance of the balance. On receipt of such copy, the German postal administration will transmit to that of the United States a bill of exchange for the amount thereof, drawn on New York. The United States postal administration will then send in return an acknowledgment of receipt. If, pending the settlement of an account, one of the two postal administrations shall ascertain that it owes the other a balance exceeding five thousand dollars, or seven thousand thalers, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other. The expenses attending the remittance of bills of exchange shall invariably be borne by the Post Department having to make the payment.

ARTICLE XIII.

In making payments on account, in pursuance of the provision of Article XII of this convention, the German Post Department will make use of a form corresponding to the model "D," and the postal administration of the United States will use one like the model "E."

Both of these forms are hereto annexed.

ARTICLE XIV.

Orders which cannot for any cause be paid to the person for whom they are intended shall become void, according to the regulations established in the country of destination, and the sums received therefor shall remain at the disposal of the postal administration of the country of origin, so that they may be repaid to the persons interested, or otherwise disposed of, according to the rules established by the laws or regulations of each country. The German office will therefore place in the quarterly account to the credit of the United States office all money-orders which are entered in the lists received from the United States, and which become void by reason of non-payment in Germany. A detailed statement of such orders shall furthermore be transmitted to the Post Department of the United States by the German exchange office at the close of each month. On the other hand, the United States office shall, at the close of each month, promptly transmit to the German exchange office, for entry in the quarterly account, a detailed statement of all similar unpaid orders which were originally certified in the lists from the latter office, and which, under this article, become void. Repayment, whether of an original or duplicate order, must not be made to the remitter until an authorization for such repayment shall first have been received by the country of issue from the country where such order was payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. It is the province of each postal administration to determine the manner in which repayment to the remitter is to be made.

ARTICLE XV.

Both postal administrations mutually agree to receive complaints respecting international postal orders, and to dispose of them in accordance with existing regulations in each country.

ARTICLE XVI.

Should it appear at any time that money-orders are used by mercantile men or other persons in the United States or in Germany for the transmission of large sums of money, or that the course of exchange is detrimental to the interests of either office, the Post Department of the United States or the Post Department of the German Empire, as the case may be, shall be authorized wholly to suspend for a time the issue of money-orders, but such action shall not be taken by either postal administration without sending notice to the other.

ARTICLE XVII.

The present convention shall take effect on the 1st day of October, 1872. It shall then continue in force until twelve months after the date at which one of the contracting parties shall have notified the other of its intention to terminate it. The period of time during which this convention may be ratified shall not extend beyond the 1st July, 1872.

Executed in duplicate and signed at Berlin this 22d day of July, 1871.

C. F. MACDONALD.

W. GÜNTHER.

POST-OFFICE DEPARTMENT,
UNITED STATES OF AMERICA,
Washington, D. C.

Having examined and considered the foregoing articles of a convention for the establishment of an exchange of post-office money-orders between the United States of America and the German Empire, which articles were agreed upon and executed in duplicate at Berlin, on the 22d day of July, A. D. 1871, by Mr. C. F. Macdonald, superintendent of the postal money-order system of the United States, and special commissioner, &c., &c., on behalf of this Department, and by Mr. W. Günther, chief postal councilor of the Post Department of Germany, on behalf of the latter Department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

{ SEAL OF THE POST-OFFICE } In testimony whereof, I have caused
{ DEPARTMENT. } the seal of the Post-Office Department
to be hereto affixed, with my signature.
this seventh day of October, A. D. one thousand eight hundred and
seventy-one.

JNO. A. J. CRESWELL,
Postmaster-General.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

U. S. GRANT.

{ SEAL OF THE } By the President :
{ UNITED STATES. }

HAMILTON FISH,
Secretary of State.

OCTOBER 9, 1871.

List No. —.]

A.

[Stamp of New York office.

POST-OFFICE, NEW YORK, N. Y.,
—, 187—.

SIR: I have received your list of the —, 187—, on — the —, 187—, relative to the orders drawn in Germany, Nos. — to Nos. —, and payable to persons residing in the United States. The examination which has taken place has proved the correctness of the totals, viz: *

Amounts paid, — dollars — cents, (gold.)

Commissions charged, — thalers — silbergroschen.

Premium on gold on that day, —.

In return, I transmit you herewith (in duplicate) a list containing a detailed statement of the sums received in the United States since my last dispatch, (list No. —,) for orders payable to beneficiaries in the German Empire, amounting, in the aggregate, to — thalers, — silbergroschen, — pfennigs. The total of commission due thereon to the German office being — dollars — cents, (gold.)

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

Postmaster, New York, N. Y.

To the CHIEF DIRECTOR OF POSTS,
At Cologne, Germany.

* In case any differences are found, such differences to be stated below.

BLANKS TO BE FILLED BY THE

Current number of international money-order.									
Number of original money-order.									
Date of original money-order.									
Post-office issuing original order.									
Full name of the remitter of order.									
Place of residence.									
State.									
Full name of the beneficiary.									
Place of residence.									
Town or city.									
Street.									
State or kingdom.									

MONEY-ORDER OFFICE,
Cologne, Germany, ———, 187—.

I have examined the within list, No. ———, dated ———, 187—, of money-orders from No. ——— to No. ———, inclusive, for sums received in the United States, to be paid to beneficiaries in the German Empire, amounting in the aggregate to ——— dollars ——— cents, and which is to be paid to the net amount of ——— thalers ——— silvergroshen ——— pfennigs. The total of commission due thereon to the German office being ——— dollars ——— cents, (gold.) Said list I have found correct, with the following exceptions.

(Indicate below the errors in the list, should any be discovered, and the corrections thereof, if any are made.)

—————,
Chief Director of Posts.

To the POSTMASTER
of the Money-Order Exchange Office at New York, N. Y.

B.

List No. —.]

[Stamp of Cologne office.

MONEY-ORDER OFFICE.

Cologne, Germany, —, 187—.

SIR: I transmit to you herewith a list containing a detailed statement of the sums received, in the German empire since my last dispatch, (List No. —,) for orders payable to beneficiaries in the United States, amounting in the aggregate to — dollars — cents, (gold,) the total of commission due thereon to the United States being — thalers — silbergroschen.

Be pleased to examine and complete this list, and to return to me an acknowledgment of its receipt by means of your first subsequent list.

I am, respectfully, your obedient servant,

Chief Director of Posts.

To the POSTMASTER

Of the Money-Order Exchange Office at New York, N. Y.

BLANKS TO BE FILLED BY THE DISPATCHING EXCHANGE-

Current number of inter- national money-order.	Number of original money- order.	Post-office issuing original order.	Full name of the remitter of order.	Address of the remitter.		Address of the beneficiary.				
				Place of residence.	State or kingdm.	Full name of the beneficiary.	Place of resi- dence.			
							Town or city.	Street.	County.	State.

REPORT OF THE POSTMASTER-GENERAL.

153

(Date of the arrival of the present list at New York)——, 187—.
Premium on gold at that date ——.

OFFICE OF COLOGNE.

**BLANKS TO BE FILLED BY THE RECEIVING
EXCHANGE-OFFICE, NEW YORK.**

[illegible]

REPORT OF THE POSTMASTER-GENERAL.

155

Statement of orders not paid and to be credited to the dispatching office.

[illegible]

Balance.

TO CREDIT OF GERMAN OFFICE.

TO CREDIT OF UNITED STATES OFFICE.

	Dollars.	Cents.	Thaler.	Sgr.	Pfg.		Thaler.	Sgr.	Pfg.	Dollars.	Cents.
Amount of orders issued in United States	—	—				Amount of orders issued in the German office	—	—	—		
Amount of commission due Germany			—	—	—	Amount of commission due United States				—	—
Amount of international orders originating in Germany and remaining unpaid ..			—	—	—	Amount of international orders originating in the United States and remaining unpaid ..				—	—
— dollars — cents, converted into thaler, &c., (71 cents=1 thaler,) total						— thaler — s gr. — pfg., converted into dollars, &c., (1 thaler=71 cents,) total					
United States credit to be deducted, — dollars — cents, (71 cents=1 thaler) ..						German credit to be deducted, — thaler — sgr. — pfg., (1 thaler = 71 cents)					
Balance to credit of German office						Balance to credit of New York office					
Paid on account by the office of the United States						Paid on account by the office of Germany					

Amounts.				Amounts.			
Dates.	Thaler.	Sgr.	Pfg.	Dates.	Dollars.	Cents.	
Balance remaining				Balance remaining			

The within account exhibits a total balance, ———, which, after deduction of the payments on account, as therein stated, leaves a balance remaining of ——— due the ——— office.

BERLIN, ———, 187—.

The above statement of account is accepted with a balance of ——— due the ——— office.

WASHINGTON, ———, 187—.

Auditor of the Treasury for the Post-Office Department.

D.

No. —.]

MONEY-ORDER OFFICE,

Berlin, —, 187—.

SIR: The lists of international money-orders which the Cologne exchange-office has transmitted to the New York exchange-office from — to —, 187—, amount to the sum of (in gold)..... \$

The lists transmitted by the New York office to the Cologne office during the same period amount to — thaler — silbergroschen — pfennig, equal to (in gold)..... \$

Difference \$

On account of which the German office has already paid the following sums, viz:

— 18 — \$	
— 18 — \$	
— 18 — \$	
— 18 —	..... \$	— cents (gold)

Difference remaining, (gold)..... \$ — cents (gold)

In accordance with the terms of article 12 of the convention of 22d July, 1871, a bill of exchange on New York for \$ — cents (in gold) is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

To the POSTMASTER-GENERAL

of the United States, Washington.

E.

No. —.]

POST-OFFICE DEPARTMENT,
Washington, D. C., —, 187—.

SIR: The lists of international money-orders which the exchange-office of New York has transmitted to the exchange-office of Cologne from — to —, 187—, amount to the sum of..... —Thal.—Sgr.—Pfg.

The lists transmitted by the exchange-office of Cologne to the New York office during the same period amount to \$— cents, (gold,) equal to —Thal.—Sgr.—Pfg.

Difference.....

On account of which the United States office has already paid the following sums:

— 18— thaler — silvergroschen — pfennig

— 18—

— 18— —Thal.—Sgr.—Pfg.

Difference remaining..... —Thal.—Sgr.—Pfg.

In accordance with the terms of article 12 of the convention of 22d July, 1871, a bill of exchange on Berlin for — thaler — silvergroschen — pfennig is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

Superintendent Money-Order Office.

To the POSTMASTER-GENERAL,
St., St., St., Berlin. Prussia.

ADDITIONAL ARTICLES TO THE POSTAL CONVENTION BETWEEN THE SWISS CONFEDERATION AND THE UNITED STATES OF AMERICA, OF THE 12TH OF OCTOBER, 1867, RELATIVE TO THE EXCHANGE OF INTERNATIONAL POSTAL ORDERS.

The Swiss federal council, represented by Mr. John Hitz, Swiss consul-general and political agent at Washington; the Post-Office Department of the United States, represented by Hon. Jno. A. J. Creswell, Postmaster-General, for the purpose of establishing, for the exchange of international postal orders, uniform rates of commission, capable of being more easily modified according to circumstances, have agreed, subject to the ratification of the respective authorities of the two contracting countries, upon the following:

1st. Article 5 of the convention between the Swiss Confederation and the United States of America, of the 12th of October, 1867, is replaced by the following new article:

ARTICLE 5.

The Swiss postal administration is at liberty to modify, at any time, whenever it may be deemed expedient, the rates of commission on orders issued in Switzerland for the United States of America, and the same right is also reserved to the postal administration of the United States for money-orders issued in that country for transmission to Switzerland. The two administrations shall arrange, by mutual agreement, the division of the proceeds of said commissions.

2d. The provisions of this new Article 5 shall take effect on the 1st day of April, 1872.

Done in duplicate, and signed in Washington, this 23d day of February, one thousand eight hundred and seventy-two.

JNO. A. J. CRESWELL,
Postmaster-General, United States.

JOHN HITZ,
Swiss Consul-General and Political Agent.

{	Seal of the	}
	Post-Office Department	
{	of the	}
	United States.	
{	Seal of the	}
	Swiss consul-general	
{	at	}
	Washington.	

I hereby approve the foregoing convention, and, in testimony thereof, I have caused the seal of the United States to be affixed.

U. S. GRANT.

By the President:

{ Seal of the } HAMILTON FISH,
United States of America. } *Secretary of State, Washington.*

FEBRUARY 24, 1872.

SUPPLEMENT TO THE DETAILED REGULATIONS OF THE 2d AND 26th OF JULY, 1869, FOR THE EXECUTION OF THE POSTAL CONVENTION BETWEEN SWITZERLAND AND THE UNITED STATES OF AMERICA OF THE 12th OF OCTOBER, 1867, IN RELATION TO THE EXCHANGE OF POSTAL MONEY-ORDERS.

Inasmuch as the postal administration of the Swiss Confederation and that of the United States of America have been authorized, by the additional articles of February 23, 1872, to the postal convention of the 12th of October, 1867, to establish, as it may seem best to each, the rates of commission charged in its own country for international postal

orders, and to arrange by common agreement for a division of the proceeds thereof, the postal department of the Swiss Confederation and the Post-Office Department of the United States of America have agreed upon what follows:

1. Each of the two postal administrations shall communicate to the other the rate of commissions which it may establish for international money-orders, in pursuance of the convention above mentioned of February 23, 1872.

2. The commissions shall always be paid in advance, and shall not, in any event, be refunded.

3. The proceeds of the commissions established, as above provided, shall be retained by the dispatching administration, but the Swiss office shall pay to the Post-Office Department of the United States 1 per cent. on the total amount of orders issued in Switzerland and transmitted to the Post-Office Department of the United States, and the postal administration of the latter country shall make payment, at the same rate, to that of Switzerland for the total amount of orders issued in the United States and transmitted to the Swiss office.

4. The respective credits on account of commissions shall be included in the half-yearly accounts to be prepared by the Swiss postal administration, in conformity with Article 6 of the detailed regulations of the 2d and 26th of July, 1869, in which accounts the balance of the commissions shall be adjusted and specially stated.

5. The present agreement is to take effect on the 1st of April, 1872, and on and after that date section five of the detailed regulations of the 2d and 26th of July, 1869, shall be abrogated.

Signed at Washington this 23d day of February, 1872.

JNO. A. J. CRESWELL,

Postmaster-General of the United States.

JOHN HITZ,

Swiss Consul-General and Political Agent.

TELEGR

f telegraphs in

	Britain and a	Italy.
	1870.	
	21,489	109,398
Area in square m	17,000	25,944,542
Population at las	29,746	11,003
Miles of line	20,008	31,673
Miles of wire	8,284	1,273
Number of instr	7,320	2,666,273
Cost of lines and	5,098	1,237
Number of office	29,013	2,894
Number of emplo		
	16,553	1,667,753
Internal	25,529	263,596
International sen	22,082	1,931,346
Total sent	33,447	710,367
International sen	20,000	2,378,115
Total passing ov		
	69,385	\$573,201
From internal m	63,908	372,024
From internation	73,293	945,234
Total from mess		18,103
Divers	73,293	963,337
Total		
	90,744	635,142
Salaries	72,107	177,303
Maintenance, sup	62,251	812,444
Total	10,442	150,885
Profit		
Deficit		
	4.1	9.5
Square miles per	9	3.1
Square miles per	24	88.1
Square miles per	6,241	20,981
Inhabitants per	5.8	
Miles of line per	164.88	\$164.88
Cost per mile of	41.22	41.22
Cost per mile of	505	7
Messages sent pe	1,815	1,761
Messages sent pe	2	1
Inhabitants per	\$0.31	\$0.31
Receipt per mess	.29	.3
Receipt per inter	.41	.4
Receipt per inter	255.00	219.0
Average yearly s	.20	.2
Expense per mess	109.08	73.8
Expense per mile	18	5.
Percentage of pro		

h-service.

a Complete ret

March 31, 1873, w

b Figures for 12

for railroad mess

c The figures g

trolling over nine

d Reimbursed mess

e Estimated at 2

f Including thos

TELEGRAPHS, 4.

The following tables, from A to I, inclusive, give a comparison between rates for telegraphic messages (internal and international) in Europe and those in the United States. Table E also shows the inequality of rates in different sections of the United States, and the reduction in rates produced by competition :

A.—ITALY, INTERNAL.

From Rome to—	Distance.	Tariff.	From Rome to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Modena	185	\$0 20	Modena	338	\$0 20
Naples	274	20	Naples	163	20
Padua	322	20	Padua	392	20
Parma	314	20	Parma	371	20
Palermo	409	20	Palermo	356	20
Pavia	262	20	Pavia	342	20
Pisa	393	20	Pisa	219	20
Piacentia	232	20	Piacentia	406	20
Turin	245	20	Turin	524	20
Venice	300	20	Venice	415	20
Verona	210	20	Verona	398	20
Vicenza	386	20	Vicenza	246	20
	300	20			
	453	20	Total	8,254	5 20

Twenty-six messages ; average cost per message, 20 cents ; per mile, 0.063 cent.

B.—GREAT BRITAIN, INTERNAL.

From London to—	Distance.	Tariff.	From London to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Leicester	542	\$0 25	Leicester	98	\$0 25
Liverpool	106	25	Liverpool	203	25
Manchester	370	25	Manchester	188	25
Newcastle	113	25	Newcastle	295	25
Norwich	211	25	Norwich	89	25
Nottingham	204	25	Nottingham	112	25
Oldham	203	25	Oldham	192	25
Plymouth	118	25	Plymouth	246	25
Portsmouth	50	25	Portsmouth	74	25
Preston	440	25	Preston	238	25
Sheffield	328	25	Sheffield	190	25
Stoke-on-Trent	500	25	Stoke-on-Trent	178	25
Stockport	491	25	Stockport	192	25
Sunderland	406	25	Sunderland	280	25
Wolverhampton	214	25	Wolverhampton	242	25
	208	25			
	226	25	Total	7,363	8 00

Twenty-two messages : average cost per message, 25 cents ; per mile, 0.109 cent.

11 P M G

C.—FRANCE, INTERNAL.

From Paris to—	Distance.	Tariff.	From Paris to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Angers	150	\$0 20	Nice	614	\$0 20
Amiens	116	20	Nismes	494	20
Avignon	464	20	Orleans	76	20
Besançon	254	20	Rennes	171	20
Bordeaux	362	20	Reims	100	20
Brest	390	20	Rouen	85	20
Calais	185	20	Roubaix	150	20
Caen	150	20	St. Etienne	314	20
Dijon	197	20	Toulon	533	20
Grenoble	395	20	Toulouse	507	20
Havre	143	20	Tours	146	20
Lyons	317	20	Montpellier	503	20
Lille	156	20	Limoges	332	20
Marseilles	540	20	Cherbourg	229	20
Nancy	221	20			
Nantes	248	20	Total	8,642	6 40

Thirty-two messages ; average cost per message, 20 cents ; per mile, 0.075 cent.

D.—RUSSIA, INTERNAL.

From St. Petersburg to—	Distance.	Tariff.	From St. Petersburg to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Abo	412	\$0 80	Perm	1,362	\$2 40
Archangel	732	1 60	Piotrkow	827	1 60
Astrachan	1,420	2 40	Plotzk	744	1 60
Baku	1,982	2 40	Poltawa	893	1 60
Blagowentsheuk	5,320	6 40	Pskow	179	20
Charkow	910	1 60	Radom	776	1 60
Chersson	1,100	1 60	Reval	239	20
Erivan	1,890	2 40	Riga	373	20
Grodno	604	1 60	Rjasan	565	1 60
Helsingfors	274	80	Sjelitz	700	1 60
Irkutsk	3,843	4 80	St. Michel	201	20
Jaroslaw	492	1 60	Ssamara	1,194	1 60
Jekatarinoslaw	984	1 60	Ssaratow	1,106	1 60
Jeliasavetpol	1,848	2 40	Saimborsk	1,028	1 60
Kalisch	846	1 60	Ssmolensk	470	1 60
Kaluga	561	1 60	Ssuswalki	571	1 60
Kamenz	993	1 60	Stuwropol	1,356	2 40
Kasan	980	1 60	Tambow	744	1 60
Kijew	741	1 60	Tavastehuus	316	20
Kjelze	823	1 60	Tiflis	1,713	2 40
Kostroma	556	1 60	Tobolsk	1,978	3 20
Krasnojarsk	3,176	4 80	Tomsk	2,808	4 00
Kowno	463	1 60	Tshernigow	654	1 60
Kuopio	302	80	Tula	559	1 60
Kursk	771	1 60	Twer	343	20
Kutais	1,834	2 40	Ufa	1,331	1 60
Lijublin	779	1 60	Uleaborg	496	1 60
Lomsha	618	1 60	Wasa	559	1 60
Minsk	563	1 60	Warsaw	712	1 60
Mohilew	461	1 60	Wiatka	977	1 60
Moscow	402	1 60	Wiborg	91	20
Nishnij Novgorod	705	1 60	Wilna	471	1 60
Novgorod	119	80	Witebsk	365	1 60
Orel	672	1 60	Wladimir	560	1 60
Orenberg	1,439	2 40	Wologda	469	1 60
Pensa	975	1 60	Woronesh	770	1 60
Total	40,590	70 40	Total	28,500	58 40

Seventy-two messages ; average cost per message, \$1.80 ; grand total, 69,090 miles, \$128.40. per mile, 0.187 cent.

E.—UNITED STATES, EAST OF MISSISSIPPI RIVER.

Offices on Western Union lines where there is no competition.

Name of office.	Distance from Washington.	Tariff from Washington.	Name of office.	Distance from Washington.	Tariff from Washington.
	<i>Miles.</i>			<i>Miles.</i>	
Huntsville, Ala.	625	\$2 25	Elmira, N. Y.	298	\$0 90
Danbury, Conn.	301	90	Goshen, N. Y.	290	90
New Castle, Del.	117	55	Raleigh, N. C.	316	1 00
Madison, Fla.	905	2 40	Marietta, Ohio.	418	1 10
Milledgeville, Ga.	832	1 95	Chambersburgh, Pa.	152	65
Danville, Ill.	835	1 70	York, Pa.	98	40
Lawrenceburgh, Ind.	634	1 40	Newport, R. I.	402	1 00
Catlettsburgh, Ky.	571	1 20	Marion, S. C.	467	1 35
Katon Rouge, La.	1,390	3 30	Jonesborough, Tenn.	416	1 35
Cumberland, Me.	370	1 40	Bennington, Vt.	422	1 10
Annapolis, Md.	42	30	Amelia Court-House, Va.	167	65
Frederick, Md.	83	40	Warrenton, Va.	57	25
Greenfield, Mass.	407	25	Berkeley Springs, W. Va.	153	65
Adrian, Mich.	664	1 40	Janesville, Wis.	936	1 80
Corinth, Miss.	825	2 40			
Kearse, N. H.	444	95	32 messages.	14,261	37 90
Woodbury, N. J.	65	65			
Mount Holly, N. J.	167	75	Average per message.		1 18
			Average per mile. ....		.0266

Offices on lines connecting with Western Union where there is no competition.

Name of office.	Distance from Washington.	Tariff from Washington.	Name of office.	Distance from Washington.	Tariff from Washington.
	<i>Miles.</i>			<i>Miles.</i>	
Livingston, Ala.	972	\$3 00	Havana, N. Y.	317	\$1 25
Greder, Conn.	363	95	Jackson, Ohio.	494	1 65
Seabrookville, Fla.	1,046	4 25	Bangor, Pa.	210	1 10
Clinton, Ga.	645	3 70	Montrose, Pa.	305	1 05
Wart Carbon, Ill.	961	2 15	Wellsborough, Pa.	303	1 25
Laurens, Ind.	656	1 85	Milford, Pa.	326	1 10
Hicksville, Ky.	873	1 85	Narragansett Pier, R. I.	410	1 30
Southwest Pass, La.	1,370	4 50	Greenville, S. C.	668	1 85
Rehoboth Me.	824	2 30	Tracy City, Tenn.	700	2 45
Belts Point, Md.	40	40	Hyde Park, Vt.	560	1 65
Portsmouth, Md.	212	70	Strasburgh, Va.	170	80
Wester, Mass.	450	70	Louisa Court-House, Va.	111	55
Wrighton, Mich.	1,356	3 00	Charleston, W. Va.	360	1 55
Greene, Miss.	1,300	3 65	Juneau, Wis.	990	1 50
San Grove, N. J.	210	95			
San N. J.	215	95	32 messages.	17,798	56 50
San Yon, N. Y.	343	1 25			
Sharie, N. Y.	418	1 30	Average per message.		1 77
			Average per mile. ....		.0318

Offices on Western Union and connecting lines where there is competition.

Name of office.	Distance from Washington.	Tariff from Washington.	Name of office.	Distance from Washington.	Tariff from Washington.
	<i>Miles.</i>			<i>Miles.</i>	
Montgomery, Ala.....	900	\$2 40	Buffalo, N. Y.....	447	\$0 80
New Haven, Conn.....	308	50	New York, N. Y.....	233	40
Wilmington, Del.....	112	30	Greensborough, N. C.....	321	75
Georgetown, D. C.....	1	25	Charlotte, N. C.....	414	1 00
Augusta, Ga.....	671	1 00	Cincinnati, Ohio.....	612	1 00
Chicago, Ill.....	844	1 00	Harrisburgh, Pa.....	126	40
Indianapolis, Ind.....	722	1 00	Philadelphia, Pa.....	142	35
Lexington, Ky.....	713	1 25	Providence, R. I.....	423	55
New Orleans, La.....	1,260	2 50	Columbia, S. C.....	523	1 00
Portland, Me.....	570	75	Nashville, Tenn.....	777	1 50
Baltimore, Md.....	40	25	Richmond, Va.....	131	25
Springfield, Mass.....	371	55	Gordonville, Va.....	97	25
Detroit, Mich.....	685	1 30	Wheeling, W. Va.....	402	75
Grenada, Miss.....	940	2 70	Milwaukee, Wis.....	931	1 10
Concord, N. H.....	509	75			
Trenton, N. J.....	172	40	33 messages.....	14,936	28 30
Camden, N. J.....	143	40			
Albany, N. Y.....	377	80	Average per message.....		.9
			Average per mile.....		.019

NOTE.—Total, 96 messages, 46,965 miles, cost \$122.70. Average per message, \$1.28; average per mile, .026.

F.—GERMANY, INTERNATIONAL.

From Berlin to—	Distance.	Tariff.	From Berlin to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Paris.....	711	\$0 80	Naples.....	1,296	\$1 20
Aix-la-Chapelle.....	440	37½	Drontheim.....	1,327	1 10
Amsterdam.....	515	60	Moscow.....	1,242	1 50
Mayence.....	354	37½	Odessa.....	1,164	1 50
Vienna.....	467	65	Florence.....	908	1 20
Bremen.....	275	25	Stockholm.....	730	1 00
Koenigsberg.....	385	37	Berne.....	741	40
Dresden.....	116	25	Pesth.....	639	60
Hamburg.....	177	25	Copenhagen.....	310	60
Brussels.....	371	60	Gefle.....	922	1 00
Frankfort-on-the-Oder.....	50	12½	Belgrade.....	792	40
Christiania.....	829	1 10	Stralsund.....	148	25
London.....	800	1 40	Athens.....	1,466	1 40
Gitomir.....	956	1 50	Madrid.....	1,619	1 50
St. Petersburg.....	1,034	1 50	Constantinople.....	1,318	1 40
Marseilles.....	1,246	80			
Aberdeen.....	1,206	1 60	Total.....	24,554	28 55

Thirty-two messages; average cost per message, 90 cents; per mile, 0.118 cent.

G.—BELGIUM, INTERNATIONAL.

From Brussels to—	Distance.	Tariff.	From Brussels to—	Distance.	Tariff.
	<i>Miles.</i>			<i>Miles.</i>	
Marseilles.....	733	\$0 60	Cadiz.....	1,295	\$1 30
Hamburg.....	456	60	Lisbon.....	1,335	1 50
Breslau.....	591	80	Drontheim.....	1,249	1 20
Berlin.....	371	60	Triest.....	1,000	80
Munich.....	454	80	Madrid.....	901	1 30
Paris.....	197	60	Vienna.....	703	80
Edinburgh.....	466	80	Koenigsberg.....	756	80
Amsterdam.....	136	40	Copenhagen.....	578	90
London.....	154	60	Frankfort.....	255	40
Lyons.....	515	60	Nice.....	873	60
Ghent.....	35	10	Eydtkuhnen.....	851	80
Stockholm.....	805	1 20	Cologne.....	143	40
Milan.....	796	1 00	St. Petersburg.....	1,407	1 70
Florence.....	970	1 00	Moscow.....	1,491	1 70
Temesvar.....	1,030	80	Odessa.....	1,380	2 10
Naples.....	1,363	1 00			
Rome.....	1,206	1 00	Total.....	24,542	29 00

Thirty-two messages ; average cost per message, 90 cents ; per mile, 0.118 cent.

H.—ITALY, INTERNATIONAL.

From—	To—	Distance in miles.	Tariff.
Rome.....	London.....	1,360	\$1 80
Naples.....	do.....	1,520	1 80
Do.....	Berlin.....	1,296	1 20
Rome.....	do.....	1,134	1 20
Do.....	Stockholm.....	1,865	1 60
Naples.....	do.....	2,027	1 60
Rome.....	Paris.....	1,036	80
Palermo.....	do.....	1,420	80
Naples.....	St. Petersburg.....	2,200	2 20
Do.....	Brussels.....	1,360	1 00
Do.....	Berne.....	800	60
Palermo.....	Amsterdam.....	1,700	1 00
Total.....		17,718	15 60

Twelve messages ; average cost per message, \$1.30 ; average cost per mile, 0.088 cent.

I.—Summary statement of the annexed tables, showing the tariff rates of telegraph messages, average cost per mile and per message, also the number of miles traversed.

	Number of messages.	Mileage.		Tariff rates.	
		Total.	Average per message.	Total.	Average per message.
		<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Cents.</i>
Italy, inland traffic.....	26	8,454	325	5 20	20
Great Britain, inland traffic.....	32	7,363	230	8 00	25
France, inland traffic.....	32	8,652	270	6 40	20
Russia, inland traffic.....	72	69,090	959	128 00	1 80
United States, inland traffic.....	96	46,695	486	122 70	1 28
Germany, international traffic....	32	25,554	798	28 55	90
Belgium, international traffic.....	32	24,542	766	29 00	90
Italy, international traffic.....	12	17,718	1,476	15 60	1 30

TELEGRAPHS, 5.

Statement of the president of the Montreal Telegraph Company

MONTREAL, October 28, 1871.

SIR: I have the honor to acknowledge receipt of your letter of the 25th instant, asking me to furnish for the information of the Postmaster-General of the United States such facts regarding the working of the uniform system of low tariffs adopted and in use by the Montreal Telegraph Company as may be useful to him.

When I first became president of this company, many years of examination into its nature and capabilities convinced me that the sphere over which its business could be spread, the greater the probability of ultimate success. The tariff at that time framed, though not uniformly, on a scale of distances, and on the principle that in any district where there were few inhabitants and but little telegraphing, the charge there must necessarily be higher than in favored places.

Believing that this system was erroneous, I, with the concurrence of the directors, commenced a gradual and very cautious reduction of rates, and I found that every reduction brought an increase of business much more than the reduction and increased expenses which it entailed. Encouraged by this result, I continued the system of reduction from year to year, till an examination of the business of the year 1869 showed me that nearly 90 per cent. of our total receipts were obtained from the 25-cent portion of the tariff. This, and the discovery of any proposed opposition-line, induced me to adopt a uniform charge of 25 cents for ten words and 1 cent for each subsequent word, irrespective of place or distance. The result has been quite satisfactory so far as we have yet seen, and I have no doubt whatever of continued success.

The reduction came in force on the 1st of January, 1871, and I have joined a comparative statement of the business of years 1870 and 1871, showing the tariff in the former year having been at the differential rates according to distance, and in the latter year the uniform rate of 25 cents irrespective of distance.

Comparative statement of business for years 1870 and 1871, at uniform 25-cent rate, irrespective of distance.

Number of messages in 1870.....	1, 006, 102
Number of messages in 1871.....	1, 259, 653
Increase in 1871, (about 25 per cent.).....	253, 551
Gross receipts in 1870.....	\$362, 965 39
Gross receipts in 1871.....	392, 687 20
Increase in 1871, (about 8 per cent.).....	29, 821 81
Expenses in 1870.....	\$208, 907 84
Expenses in 1871.....	242, 390 83
Increase in 1871, (about 15 per cent.).....	33, 482 99
Net profit in 1870.....	\$153, 957 56
Net profit in 1871.....	150, 296 37
Decrease in 1871, (about 2½ per cent.).....	3, 661 18
Capital paid up, 1870, \$1,000,000; profit, 15½ per cent.	
Capital paid up, 1871, \$1,000,000; profit, 15 per cent.	
The company has 8,812 miles of poles, 14,337 miles of wire, and 805 offices in operation, being one office for every 4,500 inhabitants in entire Dominion.	
There has been a proportionate increase in every item of expense, but largest in the item of salaries, which—	
In 1870 amounted to.....	\$131, 943 43
In 1871 amounted to.....	158, 529 39
Increase in 1871, (about 20 per cent.).....	26, 585 96

The increase, both in the number of messages and in the amount received for them, has been to a greater extent during the present year than even in the last; and when the accounts are made up at the close of the season, I have no doubt they will prove that the adoption of the system of uniform rates has not only been wise in itself, but entirely satisfactory in a pecuniary point of view. It will be necessary for you, however, to remind the Postmaster-General of the United States that though this system has been entirely successful here, it could scarcely be put in operation in the United States, except under the control of the General Government, owing to the onerous charges to which the business there is subject. Telegraph-wire and all other material used in telegraphing are admitted into Canada free of duty, but are subject in the United States to heavy duties, averaging probably 60 to 70 per cent. The expenses of living being greater in the United States than in Canada, salaries are necessarily higher.

Taxation is also more burdensome, and every article in use is dearer. It is true that against this must be placed the more dense and probably more active population of the United States and the larger amount of business transacted; but the distances are so great that I doubt if a uniform 25-cent tariff all over the country would maintain the business in an efficient manner at present. A tariff, to be entirely uniform, must be fixed at the lowest local charge, and, if fixed at 25 cents, there would probably be a loss on the business for a year or two; and that is the reason why it would probably only be attempted by the Government.

The increase of business, and consequently the increase of cost of

working, would be very large; but in a few years it might, and probably would, become self-supporting.

The Montreal Telegraph Company has throughout its whole career paid 10 per cent. per annum in dividends to its shareholders, besides providing for extension of lines. It continues to do so, and its ability to pay equal dividends in the future seems to be unimpaired by the reduction of its tariffs.

I have the honor to be, sir, your obedient servant,

HUGH ALLAN,

President Montreal Telegraph Company

The Hon. ALEXANDER CAMPBELL,

Postmaster-General, Ottawa.

TELEGRAPHS, 6.

List of points in the vicinity of Philadelphia, showing the charge for delivery of telegrams, and the nature and frequency of postal service from the city.

Name of place.	Telegraph charges.	Free mail-service.
Almsbouse, Blockley	\$0 25	Four trips daily by carrier.
Avenue Drive-Yards, (West Philadelphia)	10	Do.
Branchtown	1 50	Two mails daily. (6 miles.)
Bridestown	35	Two trips daily by carrier.
Chilton Hills	1 50	Two mails daily, (10 miles.)
Colonnade Hotel	10	Four trips daily by carrier.
Fairmount	10	Do.
Fox Chase	2 00	Two mails daily, (10 miles.)
Frankford	10	Four trips daily by carrier.
Germantown	10	Three trips daily by carrier.
Gileson's Point	25	Two trips daily by carrier.
Gray's Ferry	50	Do.
Greenwich Point	50	Do.
Haddington	50	Do.
Hestonville	10	Do.
Kensington	10	Four trips daily by carrier.
Kirkbride's Insane Asylum	25	Two trips daily by carrier.
Kingsessing	50	Do.
La Pierre House	10	Four trips daily by carrier.
Laurel Hill	75	Two trips daily by carrier.
League Island	1 00	Do.
Manayunk	10	Three trips daily by carrier.
Mantua, (West Philadelphia)	10	Two trips daily by carrier.
Mount Airy	75	Do.
Moyamensing	10	Four trips daily by carrier.
Naval Asylum	20	Three trips daily by carrier.
Park Drive-Yards, (West Philadelphia)	10	Two trips daily by carrier.
Point Breeze	1 00	Do.
Port Richmond	10	Three trips daily by carrier.
Red Bank, N. J.	75	Two mails daily, (8 miles.)
Rising Sun	75	Two trips daily by carrier.
Roxborough	35	Do.
Union Drive-Yards, (West Philadelphia)	10	Do.
West Philadelphia	10	Four trips daily by carrier to built-up
Wissahickon	75	Two trips daily by carrier.

TELEGRAPHS, 7.

Rates of Western Union, Pacific and Atlantic, and connecting telegraph companies from Philadelphia to and since the 1st of May, 1872.

From—	To—	Old rate.	New rate.
Pittsburgh, Pennsylvania	Oil City, Pennsylvania	\$0 30	
Do.	Titusville, Pennsylvania	20	
Do.	New York, New York	25	
Do.	Saint Louis, Missouri	1 00	
Cincinnati, Ohio	New York, New York	60	
Memphis, Tennessee	Saint Paul, Minnesota	1 25	
Chicago, Illinois	La Crosse, Wisconsin	50	
Do.	Saint Paul, Minnesota	50	
Do.	Saint Louis, Missouri	50	
Do.	Dubuque, Iowa	20	

TELEGRAPHS, 8.

NEW YORK, November 7, 1872.

SIR: I have the honor of presenting to you estimates for building telegraph-lines throughout the United States. It is difficult to give great accuracy to the estimate of so large a construction through such a vast extent of territory, embracing such variety of climatic influence, transportation facilities, and industrial resources. Wire, the most expensive element of construction, is at present, owing to the enormous increase in value of coal and labor in England, more than 30 per cent. higher than it was six months since. This article in this country is almost entirely made from foreign stock, and that we should propose to use is the very best ever brought to this country.

The wood for poles would vary in different localities, cypress, pine, cedar, and chestnut all being used. In many cases the average requirement has been the basis of estimate, and transportation has been included as an element of cost. The instruments required for testing lines, magnets, qualities of wire, resistances, and batteries, have also been introduced, as their use has become an essential in working lines and preserving their efficiency.

Very respectfully, your obedient servant,

CHARLES T. CHESTER.

The POSTMASTER-GENERAL OF THE UNITED STATES.

P. S.—This estimate covers the best possible construction, with all modern improvements, connecting 10,000 offices. As good a line as now constructed in this country can be put up for about 25 per cent. below this statement.

175,000 miles No. 8 galvanized Chester A 1 wire, duty free, 8½ cents per pound, 400 pounds to mile.....	\$6, 125, 000
75,000 miles poles, 33 to mile, average \$2 each.....	4, 950, 000
Setting 75,000 miles of poles, at \$1 each.....	2, 475, 000
Stringing 175,000 miles of wire, at \$5 per mile.....	875, 000
3,775, 000 insulators, screw-glass, with brackets, 12 cents.....	693, 000
3,775, 000 Brooks insulators, at 35 cents.....	2, 021, 250
1,650, 000 cross-arms, average, at 25 cents each.....	412, 500
1,000, 000 feet of office-wire, 750,000 braider, at 1½ cents.....	9, 375
250,000 kerite, at 5 cents.....	12, 500
9,500 cut-outs, at \$1.....	9, 500
9,500 lightning-arresters, at \$2.....	19, 000
500 switch-boards, average, \$35 each.....	17, 500
13,000 Morse relays, average resistance, \$15 each.....	195, 000
12,000 best sounders, \$6 each.....	72, 000
2,000 registers, best pattern, \$40 each.....	80, 000
14,000 best keys, \$5.50 each.....	77, 000
22,000 best sulphate-of-copper batteries, at \$1.25 each.....	35, 000
1,000 Chester dial instruments, at \$75.....	75, 000
500 ordinary galvanometers, at \$10 each.....	5, 000
50,000 best electroporn or carbon batteries.....	87, 500
50 complete testing-instruments, rheostats, and galvanometers.....	7, 500

Statements showing operations and results of foreign mail-service for the fiscal year ended June 30, 1872.

The postages on United States and European mails were as follows:

The aggregate amount of postage (sea, inland, and foreign) on the mails exchanged—

With the United Kingdom.....	\$691, 107 83
With the North German Union.....	487, 341 20
With France.....	22, 677 10
With Belgium.....	14, 244 10

With Netherlands.....	\$22,
With Switzerland.....	33,
With Italy.....	26,
With Denmark.....	5,
With Sweden, Norway and Denmark	
With Spain.....	

Total postages..... \$1, 303,

Being an increase of \$122,796.64 over the amount reported for the previous year.

The postages on mails *sent* to Europe were as follows, viz :

To United Kingdom.....	\$355,
To North German Union.....	242,
To France.....	13,
To Belgium.....	7,
To Netherlands.....	13,
To Switzerland.....	16,
To Italy.....	10,
To Denmark.....	1,
To Sweden, Norway and Denmark.....	
To Spain.....	

Total..... \$662,

The postages on mails *received* from Europe were as follows :

From United Kingdom.....	\$335,
From North German Union.....	244,
From France.....	9,
From Belgium.....	6,
From Netherlands.....	8,
From Switzerland.....	17,
From Italy.....	15,
From Denmark.....	3,
From Sweden, Norway and Denmark.....	

Total..... \$641,

Postages collected in the United States.....	\$819,
Postages collected in Europe.....	484,

Excess of collections in the United States..... \$334,

Number of letters (single rates) sent from the United States.....	9, 4
Number of letters (single rates) received from Europe.....	8, 2

Total..... 17, 6

Being an increase of 3,507,575 over the number reported for the previous year.

The excess of postages on mails *sent* from the United States to different countries in Europe over that on mails *received* from the same countries was as follows :

United Kingdom.....	\$20,
France.....	3,
Netherlands.....	4,
Belgium.....	
Spain.....	

Total..... \$30,

The excess of postages on mails received over those on mails sent was as follows :

With North German Union.....	\$1,
Italy.....	4,
Switzerland.....	
Denmark, Sweden and Norway.....	2,

Total..... \$9,

Number of letters and amounts of postage on mails conveyed to and from Europe by the following steamship lines.

Name of line.	NUMBER OF LETTERS.			AMOUNTS OF POSTAGE ON MAILS.		
	Sent.	Received.	Total.	Sent.	Received.	Total.
Williams & Guion Line.....	2,768,756	1,205	2,769,961	\$190,047 75	\$136 04	\$190,183 79
Inman Line.....	2,892,345	2,094,719	4,987,064	208,283 08	162,894 84	371,177 92
Hamburg Line.....	2,088,677	744,210	2,833,487	149,102 22	55,933 44	205,035 66
Cunard Line.....	129,004	3,197,964	3,326,968	8,894 65	940,753 97	249,648 62
North German Lloyd Line..	1,226,666	2,153,644	3,380,310	88,472 43	174,399 49	262,871 92
French Line.....	132,520	69,047	201,567	6,687 60	6,904 70	13,592 30
Canadian Line.....	170,448	2,106	172,554	10,464 32	127 62	10,591 94
Baltic Lloyd Line.....	5,710	3,775	9,485	363 14	244 16	607 30
Other steamships.....		1,603	1,603		144 60	144 60
Total.....	9,414,126	8,268,873	17,682,999	\$662,315 19	\$641,538 86	\$1,303,854 05
Increase over 1871.....	2,010,323	1,570,856	3,581,179	\$68,885 41	\$52,911 23	\$122,796 64

Payments during fiscal year ended June 30, 1872, to ocean-steamship lines transporting mails for the sea-postage as compensation for the service.

Name of Line.	Amount of compensation.
Liverpool and Great Western Steamship Company.....	\$65,862 67
Inman Line.....	62,961 17
Hamburg American Packet Company.....	49,422 38
Cunard Line.....	5,689 23
North German Lloyd of Bremen.....	26,299 95
Canadian Line.....	3,973 68
Baltic Lloyd Line.....	92 62
Total for transatlantic mails.....	\$220,301 70
For steamship service to the West Indies, Panama, Mexico, Brazil, New Zealand, and Nova Scotia.....	81,719 27
Total.....	\$302,020 97

Weight of correspondence exchanged during the fiscal year ended June 30, 1872, between the United States and countries of Europe with which the United States have concluded postal conventions.

Countries.	LETTER-MAILS.				PRINTED MATTER AND SAMPLES.				Total weight of mails exchanged with European countries.	
	From the United States.		Total.		From the United States.		Total.			
	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.
United Kingdom.....	26,681,918	1,926,687½	23,537,471	1,653,750½	50,210,389	3,490,437½	64,159,349	7,022,711	20,217,376	9,580,103½
Germany.....	1,175,187		714,655		9,121,465		760,250		84,376,725	
France.....	668,797		563,017		2,192,400		2,008,328		9,481,715	
Belgium.....	1,543,151		725,870		2,969,021		1,546,654		4,130,728	
Netherlands.....	1,477,919		1,256,817		2,734,726		5,044,755		2,142,444	
Switzerland.....	924,644		1,056,047		1,980,691		3,293,511		7,187,189	
Italy.....	145,014		412,940		557,954		224,583		4,867,784	
Denmark.....									606,982	
Norway, Sweden and Denmark.....	28,745		2,826		31,571		76,350		107,921	
Spain.....	2,792				2,792				2,792	
Total grams and equivalents in ounces.....	32,642,167	1,152,228½	28,269,643	997,752½	60,917,810	2,150,040½	85,599,067	3,021,143½	113,907,533	4,016,739½
Total.....		2,978,075½		2,651,502½		5,030,478½		10,044,854½		28,251,028½

Number of letters and newspapers, and amounts of United States postage (so far as reported) on mails exchanged with Canada, the West India Islands, &c.

Countries.	Number of letters.	Number of newspapers.	United States postage.
British Provinces, (incomplete)	5,291,869	1,360,244	\$200,101 03
West India Islands	815,293	333,257	96,639 99
Panama	195,767	196,169	30,391 19
China and Japan	114,062	163,027	15,040 14
Sandwich Islands, New Zealand, and Australia	107,549	195,877	13,551 23
Brazil and Buenos Ayres	89,309	98,171	11,548 94
Mexico	42,144	56,811	4,153 83
Nova Scotia, Newfoundland, and Bermuda, by mail-steamers	18,782	9,902	5,385 88
Belize, Honduras	2,687	No account taken.	310 80
Ecuador	2,109	4,291	503 62
Total	6,679,501	2,417,749	\$377,626 65

Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by the steamers of the Pacific Mail Steamship Company, under contract, including extra service, between San Francisco and Japan and China, during the fiscal year ended June 30, 1872.

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.				
Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.	Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
July 1, 1871	4,448	\$549 40	8,233	\$166 84	July 15, 1871	4,772	\$432 60	3,642	\$40 70
Aug. 1, 1871	4,211	489 00	10,454	175 82	Aug. 13, 1871	4,928	509 20	3,475	30 46
Sept. 1, 1871	4,500	523 80	9,649	236 90	Sept. 1, 1871*	1,903	196 80	1,751	20 38
Sept. 4, 1871*	694	81 50	986	20 46	Sept. 12, 1871	4,746	501 90	4,583	63 22
Sept. 30, 1871	4,544	534 80	7,993	162 30	Oct. 7, 1871*	1,601	243 50	1,067	21 34
Nov. 1, 1871	5,720	642 60	9,032	184 22	Oct. 15, 1871	4,928	354 30	3,828	38 54
Dec. 1, 1871	3,245	363 20	8,850	179 84	Nov. 15, 1871	4,117	377 60	3,855	50 48
Jan. 5, 1872	4,041	478 60	5,266	105 32	Nov. 30, 1871*	2,105	247 30	1,921	22 24
Feb. 4, 1872	2,220	229 70	7,354	147 08	Dec. 17, 1871	3,343	234 80	4,500	62 24
Mar. 1, 1872	5,058	590 10	6,156	125 16	Jan. 15, 1872	4,276	473 60	3,773	36 12
April 5, 1872	3,664	432 90	7,734	157 48	Feb. 15, 1872	4,902	443 30	4,695	48 64
May 1, 1872	3,553	416 20	5,100	104 88	Mar. 23, 1872	5,056	424 80	6,793	96 98
May 16, 1872*	1,575	182 30	2,552	52 32	April 18, 1872	3,866	341 10	5,394	84 14
June 1, 1872	3,960	502 20	7,957	159 14	May 15, 1872	5,544	542 50	4,927	64 10
June 17, 1872*	2,212	263 20	5,516	110 32	June 17, 1872	5,026	540 10	5,851	70 78
Total	53,647	\$6,348 20	103,032	\$2,078 08	Total	60,415	\$5,863 40	59,995	\$750 46

RECAPITULATION.

	Number of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
Mails outward	53,647	\$6,348 20	103,032	\$2,078 08
Mails inward	60,415	5,863 40	59,995	750 46
Total	114,062	\$12,211 60	163,027	\$2,828 54

Total United States postage on letters \$12,211 60
 Total United States postage on newspapers, &c. 2,828 54

Total United States postage **\$15,040 14**

* Extra service for which the company is allowed and paid the sea-postages.

Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by the steamers of the California, Oregon, and Mexico Steamship Company, under contract, between San Francisco and Honolulu, Australia, and New Zealand during the fiscal year ended June 30, 1872.

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.			
Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.	Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.
July 20, 1871	2,166	\$235 16	10,540	\$211 57	July 16, 1871	2,089	\$83 44	2,535
Aug. 16, 1871	1,588	165 18	6,469	131 26	Aug. 13, 1871	2,038	87 60	1,514
Sept. 13, 1871	1,864	106 64	3,044	61 28	Sept. 10, 1871	1,808	64 80	1,252
Oct. 11, 1871	3,690	346 22	6,526	136 82	Oct. 8, 1871	2,878	122 88	2,140
Nov. 11, 1871	3,869	382 68	11,099	223 98	Nov. 5, 1871	4,695	368 72	4,526
Dec. 12, 1871	4,061	439 08	10,052	211 04	Dec. 3, 1871	3,752	246 37	3,240
Jan. 9, 1872	3,865	378 76	9,708	203 76	Jan. 5, 1872	4,269	436 03	3,776
Feb. 6, 1872	2,136	238 70	4,478	89 56	Feb. 4, 1872	4,452	336 94	3,782
Mar. 1, 1872	5,173	500 94	13,116	275 54	Feb. 29, 1872	3,662	400 12	4,286
Mar. 29, 1872	3,778	381 74	10,565	211 30	Mar. 28, 1872	3,586	327 78	3,340
April 6, 1872	1,299	126 50	4,623	96 66	April 24, 1872	4,202	341 66	4,720
April 27, 1872	2,942	295 02	5,249	104 98	May 22, 1872	3,887	271 76	3,504
May 24, 1872	2,456	311 70	7,901	161 72	June 17, 1872	1,297	116 10	1,243
June 20, 1872*	3,729	353 24	11,352	231 72	.....	.....	.....	.....
Total..	41,626	\$4,261 56	114,722	\$2,348 25	Total..	42,615	\$3,204 20	39,858

RECAPITULATION.

	Number of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
Mails outward	41,626	\$4,261 56	114,722	\$2,348 25
Mails inward	42,615	3,204 20	39,858	3,504 00
Total	84,241	\$7,465 76	154,580	\$5,852 25

Total United States postage on letters..... \$7,465 76
 Total United States postage on newspapers, &c..... 3,504 00
 Total United States postage..... \$10,969 76

* Extra service performed outside of contract, for which company is allowed the sea-postages on New Zealand and Australian mails.

Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by occasional steamers between San Francisco and Honolulu, &c., during the fiscal year ended June 30, 1872.

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.				
Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.	Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
July 3, 1871	248	\$17 52	618	\$13 44	July 18, 1871	71	\$6 24		
July 28, 1871	262	17 62	378	7 56	Aug. 21, 1871	256	17 94	952	\$19 28
July 29, 1871	73	4 50	279	6 60	Sept. 12, 1871	42	5 76	7	14
Sept. 6, 1871	757	54 42	1,062	21 60	Sept. 20, 1871	92	7 44	17	34
Sept. 17, 1871	222	14 70	1,382	29 28	Oct. 8, 1871	53	4 20	9	18
Oct. 3, 1871	28	2 58	1,299	34 23	Oct. 11, 1871	10	60		
Nov. 15, 1871	231	15 84	495	10 30	Oct. 18, 1871	290	19 80	541	11 14
Nov. 27, 1871	526	37 38	102	2 04	Nov. 19, 1871	527	33 72	300	6 00
Jan. 24, 1872	625	42 12	1,370	37 20	Dec. 16, 1871	334	23 16	169	3 36
Feb. 2, 1872	157	10 68	980	20 30	Jan. 18, 1872	169	11 28	311	6 32
Mar. 13, 1872	843	56 88	1,965	47 90	Jan. 27, 1872	410	30 30	422	8 44
April 5, 1872	6	84			Feb. 21, 1872	41	3 66	12	24
April 11, 1872	247	16 26	460	9 80	Feb. 26, 1872	273	21 78	260	5 20
April 13, 1872	154	13 08	399	8 68	Feb. 29, 1872	198	21 96	135	2 70
April 30, 1872	129	13 80	544	13 34	Mar. 6, 1872	187	13 56	280	5 00
May 16, 1872	722	25 92	2,542	60 24	Mar. 29, 1872	348	24 66	429	8 58
May 25, 1872	89	6 60	774	15 48	April 25, 1872	85	7 38	24	48
June 22, 1872	99	6 30	904	19 32	May 10, 1872	609	47 52	431	8 62
					May 11, 1872	28	1 92		
					May 21, 1872	440	32 76	427	8 54
					June 7, 1872	193	14 12	27	54
					June 17, 1872	371	27 72	360	7 20
Total....	5,490	\$357 70	15,553	\$357 91	Total....	5,033	\$377 48	5,113	\$102 82

RECAPITULATION.

	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
Mails outward.....	5,490	\$357 70	15,553	\$357 91
Mails inward.....	5,033	377 48	5,113	102 82
Total.....	10,523	\$735 18	20,666	\$460 73

Total United States postage on letters \$735 18
 Total United States postage on newspapers, &c 460 73

Total United States postage..... \$1,195 91

Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by the steamers of the Hall's Line between San Francisco and Honolulu, Australia, Fiji Islands, and New Zealand, during the fiscal year ended June 30, 1872.

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.				
Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.	Date.	No. of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
July 18, 1871	959	\$80 64	2,760	\$64 01	July 9, 1871	1,817	\$213 48	2,156	\$43 12
Aug. 8, 1871	1,969	198 46	4,467	95 04	Aug. 1, 1871	2,398	245 24	1,449	36 78
Sept. 13, 1871	2,021	208 24	5,132	103 08	Sept. 8, 1871	1,988	237 38	2,439	48 78
Oct. 11, 1871	272	30 10	133	2 66	Oct. 6, 1871	1,361	171 66	1,695	33, 90
	5,221	\$517 44	12,492	\$264 79		7,564	\$867 76	8,139	\$162 78

RECAPITULATION.

	Number of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
Mails outward	5,221	\$517 44	12,492	\$264 79
Mails inward	7,564	867 76	8,139	162 78
Total	12,785	\$1,385 20	20,631	\$427 57

Total United States postage on letters..... \$1,385 20
 Total United States postage on newspapers, &c..... 427 57

Total United States postage..... \$1,812 77

This article of contract, made the second day of February, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America (acting in this behalf by the Postmaster-General) and the Liverpool and Great Western Steam Company, with William K. Hinman and Henry M. Taber as sureties, witnesseth:

That whereas the said Liverpool and Great Western Steam Company have been accepted, in accordance with the provisions of the 4th section of the act of Congress approved June 14, 1858, and of the 9th section of the act of Congress approved March 3, 1865, entitled "An act relating to the postal laws," as contractors to convey a weekly mail, by steamships of approved speed, from the port of New York to the port of Liverpool, England, calling at Queenstown, Ireland, for the sea-postages (viz, six cents per ounce, net weight, on letters, and six cents per pound, net weight, on other mail-matter for the United Kingdom; six cents per thirty grams, net weight, on letters, and ten cents per kilogram, net weight, on other mail-matter for Belgium, the Netherlands, Switzerland, and Italy, via England; and three cents per thirty grams, net weight, on letters, and ten cents per kilogram, net weight, on other mail-matter for Germany, via England,) on the mails conveyed, as full compensation for the service, during a contract term of two years, commencing January 1, 1872, and ending December 31, 1873:

Now, therefore, the said Liverpool and Great Western Steam Company, contractors, and William K. Hinman and Henry M. Taber as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves to transport a weekly mail from the port of New York to the port of Liverpool, England, calling at Queenstown,

Ireland, by a line of first class sea-going steamships, of sufficient number to perform fifty-two outward trips per annum, from the port of New York to the ports of Queenstown and Liverpool, for and during the term of two years, commencing on the 1st day of January, 1872. And the said contractors do further covenant and agree with the United States, and do bind themselves that the steamships employed shall, in all respects, be adapted to the service, and shall be kept up, by alterations, repairs, and additions, as the exigency may require, and, if not so kept up and maintained, they may be rejected by the Postmaster-General of the United States as not meeting the requirements of the service, and other satisfactory steamships required in their place. And the said contractors do further covenant and agree to transport, free of expense, a mail-agent of the United States, to take charge of and arrange the mail-matter, should the Postmaster-General deem it expedient to appoint and employ agents on board the steamers, and to assign to such agents suitable accommodations for that purpose. And it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to convey the mails from New York on Wednesday of each week, and so convey until the day of sailing is altered, with the approval of the Postmaster-General of the United States, and then to carry according to such altered schedule.

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third, to take the mail and every part of it from the post-office of New York and to deliver it and every part of it into the post office of Queenstown or Liverpool, or to such officers of the British post-office as shall be authorized to receive the same at either of those ports.

They also undertake, covenant, and agree with the United States, and do bind themselves to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, or employes. And they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mails; and that they will not, knowingly, convey any person carrying on the business of transporting letters or other mail-matter, without the special consent of the Post-Office Department of the United States. And further, that they will convey, without additional charge, post-office blanks, mail-bags, and the occasional special agent on the business of the Post-Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the Liverpool and Great Western Steam Company are to be paid by the United States the amount of sea-postages as hereinbefore specified, in the currency of the United States, in quarterly payments, on receipt at the Post-Office Department of satisfactory evidence of the performance of the outward trips embraced in said payments, subject, however, to deductions, fines, and penalties imposed by the Postmaster-General for failures and irregularities, as hereinafter stipulated. And it is hereby stipulated and agreed that suitable fines and penalties may be imposed, in the discretion of the Postmaster-General, for failures to perform any outward trip stipulated for in this contract; for delays and irregularities in the performance of the service; for failures to take or deliver the mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for

carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; and for setting up and running an express to transmit letters or commercial intelligence in advance of the mails; or for conveying, knowingly or after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further stipulated and agreed that the Postmaster-General shall have the power to determine this contract, at any time, in case of its being underlet or assigned to any other party, and that he may annul the contract for repeated failures, for violating the post-office laws of the United States, for disobeying the instructions of the Department, or for transporting persons conveying mail-matter out of the mails, as aforesaid; and that this contract shall, in all its parts, be subject to the act of Congress approved the 21st of April, 1808, entitled "An act concerning public contracts," so far as the provisions thereof shall apply thereto. It is hereby further mutually understood that this contract being for a Wednesday mail only, the right is reserved by the Post-Office Department to dispatch mails from New York to the same or other transatlantic ports by steamers of other lines on any other day of the week.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and attested the same by his signature; and the said Liverpool and Great Western Steam Company, by Williams & Guion, agents, and their sureties, have hereto set their hands and seals, the day and year first hereinbefore written.

JNO. A. J. CRESWELL, [SEAL.]
Postmaster-General.

Signed, sealed, and delivered by the Postmaster-General, in the presence of—

JOSEPH H. BLACKFAN.

LIVERPOOL & GREAT WESTERN COMPANY, OF LIVERPOOL,
WILLIAMS & GUION, Agents. [SEAL.]
WM. K. HINMAN. [SEAL.]
HENRY M. TABER. [SEAL.]

Signed, sealed, and delivered by Williams & Guion, agents, Wm. K. Hinman, and Henry M. Taber, in presence of—

E. S. LENTILHON.

POST-OFFICE, *New York, February 6, 1872.*

The undersigned, postmaster of New York, State of New York, certifies, under his oath of office, that he is acquainted with the guarantors in the foregoing contract, and knows them to be men of property and able to make good their guarantee.

P. H. JONES, *Postmaster.*

This article of contract, made the fifteenth day of March, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America (acting in this behalf by the Postmaster-General) and the Hamburg American Packet Company, with Henry R. Kunhardt and George C. Voss as sureties, witnesseth:

That whereas the said Hamburg American Packet Company have been accepted, in accordance with the provisions of the 4th section of the act of Congress approved June 14, 1858, and of the 9th section of the act of Congress approved March 3, 1865, entitled "An act relating to the postal laws," as contractors to convey a weekly mail, by steam-

ships of approved speed, from the port of New York to the ports of Plymouth, England, and Hamburg, Germany, respectively, for the amount of sea-postages on the mails conveyed as full compensation for the service; that is to say, six cents per ounce on letters conveyed in the mails to Plymouth, for the United Kingdom; six cents per thirty grams on letters to Plymouth, England, for countries beyond; and five cents per thirty grams on letters conveyed in the mails to Hamburg, Germany; six cents per pound on newspapers, book-packets, and patterns or samples of merchandise conveyed in the mails to Plymouth, for the United Kingdom; and ten cents per kilogram on newspapers, book-packets, and patterns or samples of merchandise conveyed in the mails to Plymouth, England, for countries beyond, and to Hamburg, Germany, the service to be for a contract term commencing on the 1st day of March, 1872, and ending on the 31st day of December, 1873:

Now, therefore, the said Hamburg American Packet Company, contractors, and Henry R. Kunhardt and George C. Voss as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves to transport a weekly mail from the port of New York to the ports of Plymouth, England, and Hamburg, Germany, by a line of first-class sea-going steamships, of sufficient number to perform fifty-two outward trips per annum from the port of New York to the ports of Plymouth and Hamburg, respectively, for the contract term hereinbefore stated, commencing on the 1st of March, 1872, and ending on the 31st of December, 1873. And the said contractors do further covenant and agree with the United States, and do bind themselves that the steamships employed shall in all respects be adapted to the service, and shall be kept up, by alterations, repairs, and additions, as the exigency may require; and if not so kept up and maintained, they may be rejected by the Postmaster-General of the United States as not meeting the requirements of the service, and other satisfactory steamships required in their place. And the said contractors do further covenant and agree to transport, free of expense, a mail-agent of the United States, to take charge of and arrange the mail-matter, should the Postmaster-General deem it expedient to appoint and employ agents on board the steamers, and to assign to such agents suitable accommodations for that purpose. And it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to convey the mails from New York on Thursdays of each week, and so convey until the day of sailing is altered, with the approval of the Postmaster-General of the United States, and then to carry according to such altered schedule.

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third, to take the mail, and every part of it, from the post-office of New York, and to deliver it, and every part of it, into the post-offices of Plymouth and Hamburg, respectively, or to such officers of the British and German post-offices as shall be authorized to receive the same, at the ports of Plymouth and Hamburg, respectively.

They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, or employés; and they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting, commercial intelligence

more rapidly than by mail, and that they will not carry, or suffer carried, letters or newspapers out of the mails, and that they will knowingly convey any person carrying on the business of transporting letters or other mail-matter, without the special consent of the Post-Office Department of the United States; and further, that they will convey, without additional charge, post-office blanks, mail-bags, and occasional special agent on the business of the Post-Office Department exclusively, on the exhibition of his credentials; for which services performed, the Hamburg American Packet Company are to be paid by the United States the amount of sea-postages, as hereinbefore specified, the currency of the United States, in quarterly payments, on receipt of the Post-Office Department of satisfactory evidence of the performance of the outward trips embraced in said payments, subject, however, to deductions, fines, and penalties imposed by the Postmaster-General for failures and irregularities, as hereinafter stipulated. And it is further stipulated and agreed that suitable fines and penalties may be imposed in the discretion of the Postmaster-General, for failures to perform the outward trip stipulated for in this contract; for delays and irregularities in the performance of the service; for failure to take or deliver the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed for carrying it in a place or manner that exposes it to depredation or injury, by being wet or otherwise, and for setting up and running an express to transmit letters or commercial intelligence in advance of the mails; or for conveying knowingly, or after having been informed, one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further stipulated and agreed that the Postmaster-General shall have the power to determine this contract at any time in case of its being underlet or assigned to another party, and that he may annul the contract for repeated failures for violating the post-office laws of the United States, for disobedience of instructions of the Department, or for transporting persons or mail-matter out of the mails as aforesaid; and that this contract in all its parts be subject to the act of Congress approved the 22d of April, 1808, entitled "An act concerning public contracts," so far as the provisions thereof shall apply thereto. It is hereby further mutually understood that this contract being for a Thursday mail only, the right is reserved by the Post-Office Department to dispatch mails from New York to the same or other transatlantic ports, by steamers of other lines on any other day of the week.

In witness whereof the said Postmaster-General has caused this contract of the Post-Office Department to be affixed hereto, and attested the same by his signature; and the said Hamburg American Packet Company by Kunhardt & Co., agents, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

JNO. A. J. CRESWELL, [s]
Postmaster-General

Signed, sealed, and delivered by the Postmaster-General in presence of—

JOSEPH H. BLACKFAN.

HAMBURG AMERICAN PACKET COMPANY
By KUNHARDT & CO., Agents. [s]

HENRY R. KUNHARDT,
GEO. C. VOSS,
Sureties.

Signed, sealed, and delivered by the Hamburg American

Company. by Kunhardt & Co., agents, and by Henry R. Kunhardt and Geo. C. Voss.

POST-OFFICE, *New York, March 15, 1872.*

The undersigned, postmaster at New York, State of New York, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

P. H. JONES,
Postmaster.

This article of contract, made the tenth day of October, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America (acting in this behalf by the Postmaster-General) and the Oceanic Steam Navigation Company, with Joseph Hyde Sparks and Harry Conrad as sureties, witnesseth :

That whereas the said Oceanic Steam Navigation Company have been accepted, in accordance with the conditions and terms prescribed by sections 256 and 269 of the act of Congress approved June 8, 1872, as contractors to convey the mails for the United Kingdom of Great Britain and Ireland, on Saturday of each week, from the port of New York to the port of Liverpool, (England,) calling at Queenstown, (Ireland,) by the steamships Oceanic, Atlantic, Baltic, Republic, Adriatic, and Celtic, commonly known as the "White Star Line," for and during a contract term of fifteen months, commencing on the 1st day of October, 1872, and ending on the 31st day of December, 1873 :

Now, therefore, the said Oceanic Steam Navigation Company, contractors, and Joseph Hyde Sparks and Harry Conrad, as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves to transport the mails for the United Kingdom of Great Britain and Ireland, regularly every Saturday, from the port of New York to the port of Liverpool, calling at Queenstown, by the above-named or other regular steamships of the White Star Line, for and during the aforesaid term of fifteen months, commencing on the 1st of October, 1872. And the said contractors do further covenant and agree with the United States, and do bind themselves, that the said steamships, during the period they may be employed in conveying the mails, shall be kept up, by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained, and if not so kept up and maintained, they may be rejected by the Postmaster-General, as not meeting the requirements of the contract service. And the said contractors do further covenant and agree to transport, free of expense, a mail-agent of the United States to take charge of and arrange the mail-matter, should the Postmaster-General deem it expedient to appoint and employ agents on board said steamers, and to assign to such agents suitable accommodations for that purpose. And it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to convey the said mails from New York on Saturday of each week, at such hour of sailing as shall be previously designated with the approval of the Postmaster-General.

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third, to take the mail and every part of it from the post-office of New York and deliver it and every part of it into the post office of Queenstown or Liverpool, or to such offices of the British post-office as shall be authorized to receive the same at either of those ports.

They also undertake, covenant, and agree with the United States, and do bind themselves to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, or employes; and they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mails, and that they will not knowingly convey any person carrying on the business of transporting letters or other mail-matter without the special consent of the Post-Office Department of the United States; and further, that they will convey, without additional charge, post-office blanks, mail-bags, and the occasional special agent on the business of the Post-Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the Oceanic Steam Navigation Company are to be paid by the United States, as full compensation therefor, the amount of the sea-postages on the mails conveyed, (viz, six cents per ounce net weight on letter-mails, and six cents per pound on other mail-matter for the United Kingdom,) in the currency of the United States, in quarterly payments, on receipt at the Post-Office Department of satisfactory evidence of the performance of the outward passages embraced in said payments, subject, however, to such forfeitures, deductions, fines, and penalties as may be imposed by the Postmaster-General for failures or other irregularities, as hereinafter stipulated.

And it is hereby stipulated and agreed that the said Oceanic Steam Navigation Company shall forfeit and pay the sum of five thousand dollars (\$5,000) for each and every failure to dispatch the mails on Saturdays by a regular mail-steamer, according to contract, which sum shall be held to be liquidated damages, and may at the option of the Postmaster-General be deducted from any compensation due from the Post-Office Department to said company for the transportation of the mails. And it is further stipulated and agreed that suitable fines and penalties may be imposed, in the discretion of the Postmaster-General, for delays and irregularities in the performance of the service, for failures to take or deliver the mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; and for setting up and running an express to transmit letters or commercial intelligence in advance of the mails; or for conveying knowingly, or after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further understood and agreed that this contract being for a Saturday's mail only, for the United Kingdom, the right is reserved by the Post-Office Department to dispatch mails from New York to the same or other transatlantic ports by steamers of any other lines on any other day of the week; and the further right is reserved to dispatch all letters and other mail-matter received at the New York post-office on Saturday, after closing the mail for the steamers of said Oceanic Steam Navigation Company, by the steamers of any other line sailing later on the same day. And it is hereby further stipulated and agreed that the Postmaster-General may annul this contract at any time, on

account of any failure or other irregularity in the prompt performance of the mail-service according to contract; for under-letting or assigning it to any other party; for violating the post-office laws of the United States; for disobeying the instructions of the Post-Office Department; or for transporting persons conveying mail-matter out of the mails as aforesaid; and that this contract may be terminated by Congress, and shall in all its parts be subject to the act of Congress approved April 21, 1808, entitled "An act concerning public contracts," so far as the provisions thereof shall apply thereto.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and attested the same by his signature; and the said Oceanic Steam-Navigation Company, by Jos. Hyde Sparks, agent, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

JNO. A. J. CRESWELL, [SEAL.]

Postmaster-General.

Signed, sealed, and delivered by the Postmaster-General in presence of—

JOSEPH H. BLACKFAN.

OCEANIC STEAM NAVIGATION COMPANY,

Per JOS. HYDE SPARKS, *Agent.*

JOS. HYDE SPARKS.

HARRY CONRAD.

As to all but the Postmaster-General.

W. V. MCDANIEL.

[SEAL.]
[SEAL.]
[SEAL.]

POST-OFFICE, *New York, October 10, 1872.*

The undersigned, postmaster of New York, State of New York, certifies, under his oath of office, that he is acquainted with the guarantors in the foregoing contract, and knows them to be men of property and able to make good their guarantee.

P. H. JONES,

Deputy Postmaster at New York.

This article of contract, made the eighteenth day of October, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America, (acting in this behalf by the Postmaster-General) and the North German Lloyd of Bremen, with Hermann C. von Post and Gustav Schwab, as sureties, witnesseth:

That whereas the said North German Lloyd of Bremen have been accepted, in accordance with the conditions and terms prescribed by sections 256 and 269 of the act of Congress approved June 8, 1872, as contractors to convey the closed mails for the continent of Europe on Saturday of each week, from the port of New York to the port of Southampton, England, by the steamships Rhein, Main, Donan, Weser, Deutschland, Mosel, Neckar, and Oder, of said company, for and during a contract term of fifteen months, commencing on the first day of October, 1872, and ending on the thirty-first day of December, 1873:

Now, therefore, the said North German Lloyd of Bremen, contractors, and Hermann C. von Post and Gustav Schwab, as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves, to transport the said closed mails for the continent of

Europe regularly every Saturday, from the port of New York to the port of Southampton, by the above-named or other regular steamships of said company, for and during the aforesaid term of fifteen months, commencing on the first of October, 1872. And the said contractors do further covenant and agree with the United States, and do bind themselves, that the said steamships, during the period they may be employed in conveying the closed mails, shall be kept up by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained, and, if not so kept up and maintained, they may be rejected by the Postmaster-General, as not meeting the requirements of the contract-service. And the said contractors do further covenant and agree to transport, free of expense, a mail-agent of the United States, to take charge of and arrange the mail-matter, should the Postmaster-General deem it expedient to appoint and employ agents on board said steamers, and to assign to such agents suitable accommodations for that purpose. And it is further covenanted and agreed by said contractors, and they do bind themselves—

First, to convey the said closed mails from New York on Saturday of each week, at such hours of sailing as shall be previously designated, with the approval of the Postmaster-General.

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third, to take the mail and every part of it from the post-office of New York, and deliver it and every part of it into the post-office of Southampton, or to such officers of the British post-office as shall be authorized to receive the same at that port.

They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, or employes; and they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mails, and that they will not knowingly convey any person, carrying on the business of transporting letters or other mail-matter, without the special consent of the Post-Office Department of the United States. And further, that they will convey, without additional charge, post-office blanks, mail-bags, and the occasional special agent on the business of the Post-Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the North German Lloyd of Bremen are to be paid by the United States, as full compensation therefor, the amount of the sea-postages on the closed mails conveyed, viz, six cents per thirty grams, net weight, on letters, and ten cents per kilogram net weight, on other mail-matter for Belgium, the Netherlands, Switzerland, and Italy, via England, and three cents per thirty grams net weight on letters, and ten cents per kilogram, net weight, on other mail-matter for Germany, via England, in the currency of the United States, in quarterly payments, on receipt at the Post-Office Department of satisfactory evidence of the performance of the outward passages embraced in said payments, subject, however, to such forfeitures, deductions, fines, and penalties as may be imposed by the Postmaster-General for failures or other irregularities, as hereinafter stipulated.

And it is hereby stipulated and agreed that the said North German

Lloyd of Bremen shall forfeit and pay the sum of five hundred dollars (\$500) for each and every failure to dispatch the mails on Saturdays, by a regular mail-steamer, according to contract, which sum shall be held to be liquidated damages, and may, at the option of the Postmaster-General, be deducted from any compensation due from the Post-Office Department to said company for the transportation of the mails. And it is further stipulated and agreed that suitable fines and penalties may be imposed, in the discretion of the Postmaster-General, for delays and irregularities in the performance of the service, for failures to take or deliver the mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; and for setting up and running an express to transmit letters or commercial intelligence in advance of the mails; or for conveying knowingly, or, after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further understood and agreed that, this contract being for a Saturday's closed mail only, for the continent of Europe, via Southampton, (England,) the right is reserved by the Post-Office Department to dispatch mails from New York to the same or other transatlantic ports by steamers of other lines on any other day of the week. And the further right is reserved to withdraw the closed mails in question from the steamers of said company, and dispatch them by steamers of other lines, via Queenstown, (Ireland,) whenever the Postmaster-General shall be satisfied that greater expedition will be secured in their transmission to destination by such change of route. And it is hereby further stipulated and agreed that the Postmaster-General may annul this contract at any time, on account of any failure or other irregularity in the prompt performance of the mail-service, according to contract; for underletting or assigning it to any other party; for violating the post-office laws of the United States; for disobeying the instructions of the Post-Office Department; or for transporting persons conveying mail-matter out of the mails as aforesaid; and that this contract may be terminated by Congress, and shall in all its parts be subject to the act of Congress approved April 21, 1808, entitled "An act concerning public contracts," so far as the provisions thereof shall apply thereto.

In witness whereof, the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and attested the same by his signature; and the said North German Lloyd of Bremen, by Oelrichs & Co., agents, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

JNO. A. J. CRESWELL, [L. s.]
Postmaster-General.

Signed, sealed, and delivered by the Postmaster-General in presence of—

JOSEPH H. BLACKFAN.

NORTH GERMAN LLOYD OF BREMEN,
 By OELRICHS & CO., *Agents.* [L. s.]
 H. E. VON POST. [L. s.]
 GUSTAV SCHWAB. [L. s.]

Signed, sealed, and delivered by Oelrichs & Co., agents, Hermann C. von Post, and Gustav Schwab, in presence of—
 C. G. ESCHEN.

POST-OFFICE, *New York, October 19, 1872.*

The undersigned, postmaster of New York, State of New York, certifies,

under his oath of office, that he is acquainted with the guarantors in the foregoing contract, and knows them to be men of property, and able to make good their guarantee.

P. H. JONES,
Deputy Postmaster at New York.

This article of contract, made the 29th day of August, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America (acting in this behalf by their Postmaster-General) and the Pacific Mail-Steamship Company, with Alden B. Stockwell and Henry Clews, of New York City, as sureties, witnesseth:

That whereas the said Pacific Mail-Steamship Company have been accepted, in accordance with the stipulations and provisions of sections 3 and 6 of the act of Congress approved June 1, 1872, entitled "An act making appropriations for the service of the Post-Office Department for the year ending June thirty, eighteen hundred and seventy-three," and in conformity with the advertisement inviting proposals for said service, issued by the Postmaster-General of the United States on the 5th of June, 1872, as contractors for the conveyance of an additional monthly mail on the mail-steamship route between the port of San Francisco and the port of Hong-Kong, China, via Yokohama, Japan, with a regular branch line running in connection with the main line between Yokohama and Shanghai, China, at the sum of five hundred thousand dollars for the performance of twelve round trips per annum for a term of ten years from and after the first day of October, eighteen hundred and seventy-three, and upon the same conditions and limitations as prescribed by existing acts of Congress in reference thereto and the respective contracts made in pursuance thereof.

Now, therefore, the said Pacific Mail-Steamship Company, contractors, and Alden B. Stockwell and Henry Clews, as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves, to transport the mails of the United States between the ports of San Francisco and Hong-Kong, in China, touching at Yokohama, Japan, both on the outward and inward passages, to land and receive mails, with a regular connecting branch line of steamers between Yokohama and Shanghai, China, twelve round trips per annum, by an additional monthly line of first-class American steamships, to conform in all respects to the requirements and provisions of the third section of the act of Congress above cited, approved June 1, 1872, and the advertisement of the Postmaster-General, issued in accordance therewith, dated June 5, 1872, and of sufficient number to perform the required additional monthly service for and during the term of ten years, commencing on the first of October, eighteen hundred and seventy-three. And the said contractors do further covenant and agree with the United States, and do bind themselves, that the steamships hereafter offered for the service shall be of not less than four thousand tons register each, and shall be built of iron, and, with their engines and machinery, shall be wholly of American construction, of the best materials and after approved models, and shall be so constructed as to be readily adapted to the armed naval service of the United States in case of war; and, before acceptance, the officers by whom they are inspected shall report to the Secretary of the Navy and the Postmaster-General whether this condition has been complied with; and, further,

that the said steamships, after acceptance by the Postmaster-General, and during the period they may be employed in conveying the mails, shall be kept up by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained, and, if not so kept up and maintained, they may be rejected by the Postmaster-General of the United States as not meeting the requirements of the act of Congress authorizing the additional monthly service, and other satisfactory steamships required in their place. And the said contractors do further covenant and agree, and do bind themselves, to carry the United States mails during the existence of their contracts, without additional charge, on all the steamers they may run upon said line or any part of it, or any branch or extension thereof; and they do further covenant and agree to transport, free of expense, on each and every steamer, a mail-agent of the United States, to take charge of and arrange the mail-matter, and to assign to such agent a separate state-room on the upper or main deck, with suitable accommodations for that purpose; and it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to dispatch an additional steamship from San Francisco on the sixteenth day of each month, and from Hong-Kong on the twenty-seventh of each month, or upon such other days as may be hereafter selected, with the approval of the Postmaster-General, the departures to be always so arranged as to alternate at equal and regular intervals with those of the present monthly line during its continuance, and to form in connection therewith a regular semi-monthly mail-service between San Francisco and Hong-Kong, via Yokohama.

Second, that the time occupied in making each passage between San Francisco and Hong-Kong shall not exceed thirty-two days in summer and thirty-five days in winter, including detention at Yokohama, which is not to exceed two days on the outward and three days on the inward voyage; and the time occupied in making each passage on the branch line between Yokohama and Shanghai shall not exceed eight days, including detention at Hiogo and Nagasaki, which is not to exceed twenty-four hours at each port; and, further, to perform the service in conformity with such schedule of days and hours of departures and arrivals as shall be approved by the Postmaster-General of the United States.

Third, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Fourth, to take the mail and every part of it from, and deliver it and every part of it into, the post-offices at San Francisco and Hong-Kong, and the offices of the United States postal agents at Shanghai, (China,) Yokohama, (Japan,) and other Japanese ports of call.

They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, and employés; and they do further covenant and agree that they will not transmit by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mail, and they will not knowingly convey any person carrying on the business of transporting letters or other mail-matter, without the special consent of the Post-Office Department of the United States; and, further, that they will convey, without additional charge, post-office blanks, mail-bags, and

the occasional special agent on business of the Post-Office Department exclusively, on the exhibition of his credentials.

For which services, when performed, the said Pacific Mail-Steamship Company are to be paid by the United States the sum of five hundred thousand dollars per annum, (being at the rate of forty-one thousand six hundred and sixty-six dollars for each round voyage,) in the treasury of the United States, in quarterly payments, on the receipt of the Post-Office Department of satisfactory evidence of the performance of the round voyages embraced in said payments, provided that the money payable under this contract shall be paid while the said Pacific Mail-Steamship Company, or its successors in interest, shall maintain and run the line of steamships for the transportation of freight and passengers at present run between New York and San Francisco, via the Isthmus of Panama, by the said Pacific Mail-Steamship Company, no longer; said payments, however, to be subject to deductions, and penalties imposed by the Postmaster-General for failures and irregularities as hereinafter stipulated. It is hereby also stipulated and agreed by the said contractors and their sureties, that, in case of failure of any cause to perform any of the regular monthly voyages stipulated for in this contract, a *pro-rata* reduction shall be made from the compensation on account of such omitted voyage or voyages. And it is further stipulated and agreed that suitable fines and penalties shall be imposed, in the discretion of the Postmaster-General, for delays and irregularities in the performance of the service. If delays occur in the arrivals of the steamers according to schedule, the company will be liable in a sum not exceeding two thousand dollars for every forty-eight hours, and should delays occur in their departure, a fine will be imposed not exceeding one thousand dollars for every twenty-four hours, except in cases of unforeseen and uncontrollable events; and suitable fines and penalties also be imposed, unless the delinquency shall be satisfactorily explained to the Postmaster-General in due time, for failure to take or deliver mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to destruction, loss, or injury by being wet or otherwise; and for setting out running an express to transmit letters or commercial intelligence in advance of the mails; or for transmitting knowingly, or after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further stipulated and agreed that the Postmaster-General shall have the power to determine this contract at any time, in case of its being under assignment to any other party, and that he may annul the contract for repeated failures, for violating the post-office laws of the United States for disobeying the instructions of the Department, or for transporting persons conveying mail-matter out of the mails as aforesaid; and this contract shall, in all its parts, be subject to, and in all respects governed by, the requirements and provisions of the third and sixth sections of the act of Congress approved June 1, 1872, entitled "An act making appropriations for the service of the Post-Office Department for the year ending June thirty, eighteen hundred and seventy-three," and also of the act of Congress approved the 21st of April, 1808, entitled "An act concerning public contracts," so far as the provisions of the last cited shall apply thereto; and it is hereby further stipulated and agreed that this contract may at any time be terminated by Congress.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and has attested the same by his signature; and the said the Pacific Mail-Steamship

pany, by Alden B. Stockwell, president, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

JNO. A. J. CRESSWELL. [SEAL.]
Postmaster General.

Signed, sealed, and delivered by the Postmaster-General in presence of—

JOSEPH H. BLACKFAN.

PACIFIC MAIL-STEAMSHIP COMPANY,
By A. B. STOCKWELL, *President*. [SEAL.]
A. B. STOCKWELL. [SEAL.]

Witness:

ALFRED R. REEVES.

HENRY CLEWS, [SEAL.]

Attest:

THEODORE T. JOHNSON, *Secretary*.

Signed, sealed, and delivered by the Pacific Mail-Steamship Company, by Alden B. Stockwell, president, and signed by Alden B. Stockwell and Henry Clews, in presence of—

F. W. G. BELLWS.

POST-OFFICE, *New York, August 29, 1872.*

The undersigned, postmaster at New York, State of New York, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

P. H. JONES, *Postmaster*.

This article of contract, made the first day of June, in the year of our Lord one thousand eight hundred and seventy-two, between the United States of America (acting in this behalf by their Postmaster-General) and the Pacific Mail-Steamship Company, with Alden B. Stockwell and Frederick Billings, esquires, as sureties, witnesseth:

That whereas the said Pacific Mail-Steamship Company were heretofore accepted in accordance with the stipulation and provisions of the act of Congress approved February 17, 1865, entitled "An act to authorize the establishment of ocean mail-steamship service between the United States and China," and, in conformity with the advertisement inviting proposals for said service, issued by the Postmaster-General of the United States on the 20th of March, 1865, as contractors to carry the mails of the United States between San Francisco, California, and Hong-Kong, in the Chinese Empire, the steamships to touch on each voyage, outward and homeward, at the ports of Honolulu, in the Sandwich Islands, and Kanagawa, in Japan, at the sum of five hundred thousand dollars for the performance of twelve round-trips per annum, for a contract term of ten years, to begin on or before the first day of January, eighteen hundred and sixty-seven, and on the day the first steamship of the line shall depart from the port of San Francisco with the mails for China:

And whereas the said Pacific Mail-Steamship Company, on the 16th day of October, 1866, entered into articles of contract with the United States of America, acting in that behalf by their Postmaster-General, for the conveyance of the said mails, in conformity with the provisions and stipulations of the said act of Congress, with Howard Potter and Francis Skiddy, esquires, as its sureties in the said contract.

And whereas subsequently and on the 20th March, 1867, in pursuance

of the second section of the act of Congress entitled "An act making appropriations for the service of the Post-Office Department during the fiscal year ending June thirtieth, eighteen hundred and sixty-eight, and for other purposes," approved February 18, 1867, the said company entered into a further contract with the said United States, acting in that behalf by their Postmaster-General, for the release of said company from the provisions of said contract of October 16, 1866, so far as the same required the steamships of the said company to touch at the Sandwich Islands, and agreeing, in lieu of said service released, to establish without additional charge a branch line of first-class steamships, making monthly trips between Japan and Shanghai, China, with stipulations as to the time when the service should commence, all as by the said last-named contract will more fully appear, in which contract the said Potter and Skiddy also joined as sureties for the said steamship company :

And whereas the said Pacific Mail Steamship Company have desired to procure the discharge and release of the said Potter and Skiddy as the sureties for the company under said contracts, and have offered to substitute therefor Alden B. Stockwell, of the city of New York, and Frederick Billings, of Vermont, esquires, as sureties in their stead ;

And whereas the United States, acting by their Postmaster-General in this behalf, have consented and agreed with the said company to accept and receive the said Alden B. Stockwell and Frederick Billings as sureties for the further performance and service to be rendered by the said steamship company under said contracts, in lieu of said Potter and Skiddy as sureties therefor and thereunder, and to that end to accept and receive a new contract upon the part of said steamship company, with the said Alden B. Stockwell and Frederick Billings as sureties, for the further performance of the service provided for by said first-named contracts respectively, and with the like stipulations and conditions :

Now, therefore, these presents witnesseth that the said Pacific Mail Steamship Company, contractors, and the said Alden B. Stockwell and Frederick Billings as sureties, do jointly and severally undertake, covenant, and agree to and with the United States, and do bind themselves, to transport the mails of the United States between the ports of San Francisco and Hong-Kong, in China, twelve round trips per annum, by a monthly line of first-class American sea-going side-wheel steamships, of from thirty-five hundred to four thousand tons burden, each Government measurement, and of sufficient number, not less than four, to perform the required monthly service, with a branch line of first-class American sea-going steamships, carrying the United States mail without additional charge, between Yokohama (Kauagawa) or other port in Japan used by the main line of steamships plying between San Francisco and Hong-Kong and the port of Shanghai, in China, making continuous regular monthly trips between said ports in connection with the main line, both on the outward and homeward voyages, according to the terms and conditions of the aforesaid act approved February 18, 1867, for and during all the rest, residue, and remainder from the date of these articles of the term of ten years from the 1st day of January, 1867, or from the day the first steamship of the line departed with the mails from San Francisco for the Sandwich Islands, Japan, and China, under the hereinbefore-mentioned first articles of contract.

And the said contractors do further covenant and agree with the United States, and do bind themselves, that the steamships offered for the service shall be constructed of the best materials and after approved models, with all the modern improvements adapted to sea-going steamships of the first class, and shall, before acceptance by the Postmaster-

General, be subject to inspection and survey by an experienced naval constructor, to be detailed for that purpose by the Secretary of the Navy, whose report shall be made to the Postmaster-General; and, further, that the said steamships, after acceptance by the Postmaster-General, and during the period they may be employed in conveying the mails, shall be kept up, by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained; and, if not so kept up and maintained, they may be rejected by the Postmaster-General of the United States, as not meeting the requirements of the act of Congress authorizing the establishment of the service, and other satisfactory steamships required in their place.

And the said contractors do further covenant and agree to transport, free of expense, on each and every steamer, a mail-agent of the United States, to take charge of and arrange the mail-matter, and to assign to such agent a separate state-room on the upper or main deck, with suitable accommodations for that purpose.

And it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to dispatch a steamship from the port of San Francisco on the first day of each month, and from Hong-Kong on the fifteenth day of each month, at such hours as shall have been heretofore fixed therefor, or upon such other days as may be hereafter selected, with the approval of the Postmaster-General, in order to make connections with the steamships from New York and the English lines from China to Southampton and Marseilles; and also that said steamships shall make an average run of not less than two hundred nautical miles a day while at sea; and further to arrange and adopt a schedule, with the approval of the Postmaster-General, fixing the days and hours of arrival at and departure from the respective terminal and intermediate ports.

Second, to transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third, to take the mail and every part of it from, and deliver it and every part of it into, the post-offices at San Francisco, Kanagawa, and Hong-Kong, and the other ports hereinbefore contracted for respectively. They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, and employés; and they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry or suffer to be carried letters or newspapers out of the mail, and they will not knowingly convey any person carrying on the business of transporting letters or other mail-matter, without the special consent of the Post-Office Department of the United States. And, further, that they will convey, without additional charge, post-office blanks, mail-bags, and the occasional special agent on business of the Post-Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the said Pacific Mail-Steamship Company are to be paid by the United States the sum of five hundred thousand dollars per annum, in the currency of the United States, in quarterly payments, on the receipt at the Post-Office Department of satisfactory evidence of the performance of the round trips embraced in said payments, subject, however, to deductions, fines, and penalties imposed by the Postmaster-

General for failures and irregularities, as hereinafter stipulated. It is hereby also stipulated and agreed by the said contractors and their sureties that, in case of failure from any cause to perform any of the regular monthly voyages stipulated for in this contract, a *pro-rata* deduction shall be made from the compensation on account of such omitted voyage or voyages.

And it is further stipulated and agreed that suitable fines and penalties shall be imposed, in the discretion of the Postmaster General, for delays and irregularities in the performance of the service after the adoption of a schedule of the days and hours of arrival and departure of the steamships; if delays occur in the arrivals of the steamers, the company will be fined in a sum not exceeding two thousand dollars for every forty-eight hours; and should delays occur in their departure, a fine will be imposed not exceeding one thousand dollars for every twenty-four hours, except in cases of unforeseen and uncontrollable events; and suitable fines shall also be imposed, unless the delinquency shall be satisfactorily explained to the Postmaster-General in due time, for failing to take or deliver the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury by being wet or otherwise; and for setting up or running an express to transmit letters or commercial intelligence in advance of the mails, or for transmitting knowingly, or after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States.

And it is hereby further stipulated and agreed that the Postmaster-General shall have the power to determine this contract at any time in case of its being underlet or assigned to any other party; and that he may annul the contract for repeated failures, for violating the post-office laws of the United States, for disobeying the instructions of the Department, or for transporting persons conveying mail-matter out of the mails as aforesaid; and that this contract shall, in all its parts, be subject to and in all respects governed by the requirements and provisions of the act of Congress approved February 17, 1865, entitled "An act to authorize the establishment of ocean mail-steamship service between the United States and China," and also the act of Congress approved the 21st of April, 1808, entitled "An act concerning public contracts," so far as the provisions of the act last cited shall apply thereto.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be affixed hereto, and has attested the same by his signature; and the said the Pacific Mail-Steamship Company, by Alden B. Stockwell, president, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

JNO. A. J. CRESWELL, [L. S.]

Postmaster-General.

Signed, sealed, and delivered by the Postmaster-General in presence of—

JOSEPH H. BLACKFAN.

PACIFIC MAIL STEAMSHIP COMPANY,
A. B. STOCKWELL, *President.*

[SEAL.]

Attest:

THEO. T. JOHNSON.

A. B. STOCKWELL.

[SEAL.]

FREDERICK BILLINGS.

[SEAL.]

Sealed and delivered in presence of—

CHARLES LYMAN.

POST-OFFICE, *New York, September 25, 1872.*

The undersigned, postmaster at New York, State of New York, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property and able to make good their guarantee.

P. H. JONES,
Postmaster.

CONVENTION FOR THE REGULATION OF THE POSTAL INTERCOURSE
BETWEEN THE UNITED STATES OF AMERICA AND THE KINGDOM OF
DENMARK.

The Post Department of the United States of America and the Danish Post Department have agreed upon employing the steamers in regular service between their territories, as well as the steamers engaged between Hamburg and Bremen on the one side, and American ports on the other, in order to establish an immediate exchange of mails; and have, for that purpose, consented to the following articles:

ARTICLE 1.

There shall be an immediate exchange of correspondence between the United States of America and Denmark, by means of the said steamers, and this correspondence shall embrace letters, newspapers, book-packets, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.,) and patterns or samples of merchandise. And such correspondence may be exchanged, whether originating in either of the said or originating in countries to which these may respectively serve as intermediaries.

ARTICLE 2.

The exchange of correspondence shall take place between the post-offices to be hereafter designated by the two Post Departments, but either of the offices so designated may at any time be discontinued and others established, by mutual consent.

ARTICLE 3.

The United States office shall make its own arrangements for the dispatch of its mails to Denmark, and in like manner the office of Denmark shall make its own arrangements for the dispatch of its mails to the United States. The mails shall be reciprocally forwarded by the regular routes of communication hereinbefore mentioned, and each office shall, at its own cost, pay the expense of the intermediate transportation (sea and territorial) of the mails which it dispatches to the other. It is also agreed that the cost, either in whole or in part, of the international ocean and territorial transit of the closed mails exchanged in both directions between the respective frontiers shall, upon application of either office, be first defrayed by that one of the two offices which shall have obtained from the intermediaries the most favorable pecuniary terms for such conveyance, and any amount so advanced by one for and on account of the other shall be promptly reimbursed.

ARTICLE 4.

The postage on ordinary letters sent from the United States to Denmark, or from Denmark to the United States, shall be respectively twelve (12) skilling rigsmønt, or seven (7) cents for a single letter.

The weight of a single letter shall not exceed fifteen (15) grams.

For every letter exceeding fifteen (15) grams, there shall be paid a single rate of postage for every additional fifteen grams or fraction of fifteen grams. The weight stated by the dispatching office shall always be accepted, except in cases of manifest error.

The maximum weight of letters shall be two hundred and fifty (250) grams.

ARTICLE 5.

The prepayment of postage on ordinary letters shall be optional. If they shall be forwarded unpaid, or insufficiently paid, they shall, in the first case, be charged, besides the usual postage, with an additional postage of respectively four (4) cents, or six (6) skilling rigsmønt, and in the last case, besides the deficient postage, with a similar additional postage.

ARTICLE 6.

On all other correspondence in the first article mentioned, the rates shall be, for the mails dispatched, that which the dispatching office shall adopt, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the rate it adopts and of any subsequent change thereof. These articles shall be forwarded under regulations of the dispatching post-office, but always including the following:

1. The postage shall be prepaid. If, however, the postage on the correspondence mentioned in this article should not be wholly prepaid, the said correspondence shall be still forwarded to the place of destination, but it shall in that case, besides the deficient postage, be charged with an additional postage, not exceeding four (4) cents in the United States, and six (6) skilling rigsmønt in Denmark.

2. No packet shall contain anything which shall be closed against inspection, nor any written communication whatever, except to state from whom and to whom the packet is sent, and the number and price placed upon each pattern or sample of merchandise.

3. No packet may exceed two feet in length, or one foot in any other dimension.

4. Neither office shall be bound to deliver any article the importation of which may be prohibited by the laws or regulations of the country of destination.

5. The customs duties that may be chargeable in each of the two countries may be levied for the use of the customs.

ARTICLE 7.

Any correspondence mentioned in Article 1 may be registered, and the postage chargeable on such correspondence shall always be prepaid.

Registered correspondence shall, in addition to the postage, be subject to an international registration-fee not exceeding ten (10) cents in the United States, and eight (8) skilling rigsmønt in Denmark, and this fee shall always be prepaid. Each office is at liberty to reduce this fee for the mails it dispatches. Each department shall use its best exertions for the safe delivery of registered correspondence, but is not responsible pecuniarily for the loss of any such correspondence.

ARTICLE 8.

It is further agreed that no charge of any kind, or on any account otherwise than is herein expressly provided, shall be levied or collected in the country of destination on the letters or other correspondence exchanged.

ARTICLE 9.

As to the correspondence originating in one country and destined for the other, no account shall take place, and thus the post-office of the United States shall retain the whole amount of postage collected in the United States upon international paid correspondence forwarded to Denmark, and upon international unpaid or insufficiently paid correspondence received from Denmark; and in like manner the Danish post-office shall retain the whole amount of postage collected in Denmark upon international paid correspondence forwarded to the United States, and upon international unpaid or insufficiently paid correspondence received from the United States. However, each of the two departments shall be at liberty to claim accounts to be settled when it appears that in one country, for one year, there is levied 20 per cent. more than in the other. If an account is claimed, it shall be regulated on the following basis:

From the total amount of postages and register-fees collected by each office on letters, added to the total amount of prepaid postages and register-fees on other correspondence which it dispatches, the dispatching office shall deduct the amount required for the conveyance of the mails between the two countries, and the amount of the two net sums shall be equally divided between the two offices.

The deficient and additional postages mentioned in Article 6 shall not be included in the account between the two offices, but, unshared, shall belong to the office by which they are collected.

ARTICLE 10.

The two post departments shall establish, by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange in open mails, the correspondence originating in or destined to other foreign countries to which they may reciprocally serve as intermediaries. It is always understood, however, that such correspondence shall only be charged with the American-Danish rate, augmented by the postage due to foreign countries, or for other exterior service.

It is agreed that the account of this correspondence shall, as to the international postages chargeable on the same, be regulated on the basis mentioned in the preceding article, but that the amount of the extra-national postage, or other tax for exterior service, shall be reciprocally accounted for at full rates. Such charges for paid correspondence to, and for unpaid correspondence from, foreign countries, shall, therefore, be summarily entered on the respective letter-bills to the credit of the country through which the same is forwarded.

ARTICLE 11.

The post-office of the United States shall be granted the privilege of transit of closed mails through the Danish territory, exchanged in either direction, to and from Sweden and Norway, for a payment of four skil-

ling rigsmønt per thirty (30) grams net weight of letters, and two-thirds skilling rigsmønt per forty (40) grams net weight of prints, patterns, and samples of merchandise.

Correspondence exempt from postage, letters which cannot be delivered, as well as money-orders, shall not be charged with any transit rate.

Reciprocally, the United States office grants to the office of Denmark the privilege of transit of the closed mails exchanged in either direction between the latter and any country to which the former may serve as intermediary, by its usual means of mail transportation, whether on sea or land, and the terms of transit shall be agreed upon when the exercise of the privilege is required.

ARTICLE 12.

The postal accounts between the two offices shall be stated and transmitted quarterly, and verified as speedily as possible, and the balance found due shall be paid in the coin of the creditor country.

The rate for the conversion of the money of the two countries shall be one dollar for one rigsdaler eighty-five skilling rigsmønt.

The two offices shall, however, always be at liberty to agree upon another rate for the conversion.

ARTICLE 13.

Any ordinary correspondence wrongly addressed, or wrongly sent, shall, without delay, and registered correspondence of all kinds, as well as ordinary letters, not deliverable for any other cause than the aforesaid, within the issue of every month, be mutually returned at the expense of the originating office. All other correspondence which cannot be delivered shall remain at the disposition of the receiving office.

If any returned correspondence shall be charged with postage, debited the office of destination, the said correspondence shall be returned for the amount of postage which was originally charged by the dispatching office.

ARTICLE 14.

When, in any port of either country, a closed mail is transferred from one vessel to another, without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 15.

Official communications between the two offices shall not be the occasion of any accounts on either side.

ARTICLE 16.

The two offices shall, by mutual consent, establish the detailed regulations which the carrying into execution of the articles included in this convention may require.

ARTICLE 17.

The present convention shall be carried into effect on the day on which the two offices shall agree, and shall continue in force until one

of the two contracting parties shall have announced to the other, within the issue of a calendar year, its intention to terminate it.

ARTICLE 18.

The present convention is to be ratified and the ratifications are to be exchanged as soon as possible.

Done at Copenhagen, in duplicate original, this 7th day of November, 1871, and at Washington this 1st day of December, 1871.

JNO. A. J. CRESWELL, [SEAL.]

Postmaster-General.

DANNESKJOLD SAMSØE. [SEAL.]

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

U. S. GRANT. [SEAL.]

By the President:

HAMILTON FISH,

Secretary of State.

WASHINGTON, December 1, 1871.

DETAILED REGULATIONS ARRANGED BETWEEN THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POST-OFFICE DEPARTMENT OF DENMARK, FOR THE EXECUTION OF THE POSTAL CONVENTION SIGNED AT WASHINGTON THE 1ST DAY OF DECEMBER, 1871, AND AT COPENHAGEN THE 7TH DAY OF NOVEMBER, 1871.

ARTICLE 1.

The offices for the exchange of the mails shall be: On the part of the United States: 1, New York; 2, Chicago. On the part of Denmark: 1, Copenhagen; 2, the traveling office between Korsøer and Kiel.

The exchange offices of New York and Chicago shall make up closed mails for the exchange offices of—1, Copenhagen; 2, the traveling office between Korsøer and Kiel; and these Danish exchange offices shall make up closed mails for New York and Chicago.

ARTICLE 2.

Each mail exchanged between the two administrations shall be accompanied with a letter-bill, showing the postages, &c., accruing to each office upon the different kinds of correspondence. The form of this letter-bill shall follow the models A and B, hereto annexed, and shall consecutively be numbered by the dispatching office during each calendar year.

The receiving office shall acknowledge its receipt by the next dispatch.

ARTICLE 3.

The exchange offices shall divide the correspondence which they dispatch into a suitable number of separate packages, according to the letter-bill. Each of these packages shall bear the proper etiquette and number corresponding to the letter-bill.

ARTICLE 4.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated, by the dispatching office, by a figure in the upper left corner of the address.

ARTICLE 5.

Registered correspondence shall be described in a register-list, following the models C and D, hereto annexed.

All registered letters shall be enveloped together in a strong paper, securely fastened, and the packet inscribed with the words "Registered" or "Recommanderet," and placed in the mail.

The blank in the letter-bill for expressing the number of registered articles shall be filled by letters and figures expressing the number.

In case no registered articles are sent, the proper blank of the letter-bill shall be filled with the word "nihil" or "nil."

ARTICLE 6.

The registered letters dispatched shall be acknowledged immediately by the receiving office.

If the verification by the receiving office shall disclose an error of any kind in the register-list, it shall be also, by the first mail, notified to the dispatching office.

ARTICLE 7.

All letters exchanged between the two offices shall indicate, by stamp or writing thereon, the office of origin, and the unpaid letters so exchanged shall also be stamped with the name of the dispatching office of exchange.

Correspondence fully paid to destination shall be stamped "Paid all" in the United States, and "Franko" in Denmark.

Registered articles shall be stamped "Registered" in the United States, and "Recommanderet" in Denmark. Correspondence insufficiently paid shall be stamped "Insufficiently paid," in the United States, and "Utilsrøkkelig frankeret" in Denmark, and the amount of the deficient postage expressed in figures on the face.

Correspondence dispatched by the direct line between the respective countries shall be stamped "Direct service" or "Service direct."

When dispatched via Germany, it shall be stamped to indicate German transit.

ARTICLE 8.

The two post departments are mutually to furnish each other with lists stating the foreign countries to which the foreign postage, and the amounts thereof, must be absolutely prepaid, or can be left unpaid; and until such lists are furnished, neither country is to mail to the other any correspondence for foreign countries in transit through the country to which the mail is sent. Such list shall also indicate the foreign countries with which registered correspondence may be exchanged in the open mails between the respective offices, and the conditions thereof.

ARTICLE 9.

The respective exchange offices shall mark, in *red ink*, in the upper left corner of the address of prepaid letters sent for transit in the

open mail, the amount of the postage due for exterior service to the country through which the same are forwarded, and in the same manner, but in *black ink*, shall mark the amount due for postage to the forwarding office upon the unpaid letters so sent in transit.

ARTICLE 10.

Letters originating in or destined for foreign countries, sent in the open mails through the United States or through Denmark, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid; but letters and other correspondence originating in foreign countries, and addressed to the United States or to Denmark, respectively, on which the foreign and international postage charges are fully prepaid, shall, when forwarded through the mails of either country to the other, be delivered in the country of destination free of charge.

ARTICLE 11.

The letters and all registered articles mutually returned as not deliverable, shall be accompanied by a statement exhibiting the number of ordinary letters, and the number and addresses of the registered articles so returned, and the aggregate amount reclaimed thereon from the dispatching office, which statement shall be verified and acknowledged as early as practicable.

The expense of transit of unpaid correspondence which has been transmitted by either administration in closed mails, and which shall be returned to the dispatching office as not deliverable, shall be deducted from the original amount charged for transit, upon a declaration of the amount by the office claiming the reduction.

No charge will be made by either administration for the transit of correspondence returned as not deliverable.

ARTICLE 12.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office to the exchange office which dispatched it.

The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter-bill relating to such correspondence. The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded, charged with the rate that would have been paid at the first destination, or returned for the amount, if any, originally charged against the receiving office.

ARTICLE 13.

The dispatching exchange office shall state on the letter-bills to the intermediate exchange offices the exact number of single rates of letters or weight, if required, and the total weight of the other correspondence which shall be dispatched in closed mails.

ARTICLE 14.

It is understood that the accounts between the two offices shall be established on the respective letter-bills in the proper money of the

dispatching office; but the international postages on the unpaid or insufficiently paid letters, shall be computed in the money of the receiving country. In entering the foreign charges on the letter-bill in the money of the dispatching office, the cent of the United States, and $1\frac{1}{2}$ skilling of Denmark, shall be taken as equivalents.

ARTICLE 15.

The quarterly accounts shall be prepared by the respective postal administrations, and shall be based upon the acknowledgments of receipt; a recapitulation of these accounts, showing the definite results alike for the debit and credit, shall be prepared by the United States office, and shall then be transmitted, with the accounts on which it is based, for the examination of the post-office of Denmark.

ARTICLE 16.

It is understood that, so long as no accounts are kept between the Post-Office Departments of the two countries, of the international postages on the correspondence exchanged between them, so much of the preceding articles as relates to the preparation and adjustment of the postal accounts shall not be taken to include or comprise the international postages in such adjustment.

The forms for accounting such postages shall be arranged by mutual agreement whenever either office shall claim accounts of the international postages, to be kept and settled as provided in Article 9 of the convention. But the amounts of postage, or other tax for exterior service, accruing to or reclaimed by either Department, as well as any sum or sums advanced by one country for and on account of the other, shall, nevertheless, be stated and settled quarterly, in the manner hereinbefore prescribed.

ARTICLE 17.

These detailed regulations shall be ratified on the part of the United States by the Postmaster-General, and on the part of Denmark by the Royal Director-General of Posts.

Done at Copenhagen, in duplicate original, this 7th day of November, 1871, and at Washington, this 1st day of December, 1871.

JNO. A. J. CRESWELL, [SEAL.]
Postmaster-General.

DANNESKJOLD SAMSOE. [SEAL.]

POST-OFFICE DEPARTMENT
OF THE
UNITED STATES OF AMERICA. }

A.

{ CORRESPONDENCE
WITH
DENMARK.

LETTER-BILL, NO. _____.

For the mails dispatched from _____ to _____, via _____,
sent the _____, 18 ; arrived _____, 18 .

No. of the items of account.		Single weight.	Statement by the United States Office.				Verification by the Danish office.				
		Grams.	Cts.	Single rate.	No. of single rates.	Amounts.		No. of single rates.	Amounts.		
						Dolla.	Cts.		Dolla.	Cts.	
TABLE I.—<i>International correspondence.</i> (Including registered articles—postage only.)											
1	Letters fully prepaid										
2	Letters wholly unpaid										
3	Letters insufficiently paid	No. of single rates...									
4		Amount prepaid....			Rd.	Sk.		Rd.	Sk.		
5		Amount deficient....									
Total number of single international rates											
Journals		(whether fully prepaid or partially									
Other prints		paid.) The total amount pre-									
Samples		paid is									

TABLE II.—Extra-national correspondence. (Including registered articles—postage only.)					
Letters originating in the United States for foreign countries beyond Denmark.	{	Unpaid, (wholly or in part.)	{	No. of international rates.	
		National rates		No. of international rates.	
		Fully prepaid.		Foreign postage to account for to Denmark.	
Letters originating in foreign countries and passing in transit through the United States.	{	Addressed to Denmark.	Fully prepaid.	No. of international rates.	
			Unpaid, (wholly or in part.)	No. of international rates.	
				Foreign postage to account for to United States.	
	{	Addressed to countries beyond Denmark.	Fully prepaid.	No. of international rates.	
			Unpaid, (wholly or in part.)	Foreign postage to acc't for to Denmark.	
				Foreign postage to acc't for to United States.	
	Total number of single rates in transit				
	Prepaid journals, other prints, samples, &c., originating in the United States, addressed to countries beyond Denmark; or originating beyond the United States and addressed to Denmark and to countries beyond Denmark.	Total amount of the international postage			
		Total amount of foreign postage to account for to Denmark			
	Paid newspapers, prints, and patterns of merchandise, originating in foreign countries, and passing in transit through the United States.	Total amount of the international postage			
		Amount of foreign postage due to the United States			

LETTER BILL, No. — *For the mails dispatched from, &c.*—Continued.

No. of the items of account.		Statement by the United States office.		Verification by the Danish office.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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of origin.	Destination.	No. of single rates.	Net weight in grams.	Letters.	Journals, &c.	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B.—Acknowledgment of receipt for the correspondence between Denmark and the United States.

POST-OFFICE, _____,
the _____ of _____, 18 .

The mail from _____ to _____, via _____ of the _____ of _____,
is, has been received, containing the following articles:

No. of the items of account.		Single weight.	Single rate.	Statement by the Danish office.			Verification by the United States office.		
				No. of single rates.	Amounts.		No. of single rates.	Amounts.	
		Grams.	Sk.		Rd.	Sk.		Rd.	Sk.
TABLE I.— <i>International correspondence.</i> (Including registered articles, postage only.)									
1	Letters fully prepaid								
2	Letters wholly unpaid								
3	Letters insufficiently paid. {	No. of single rates....							
4		Amount prepaid.....							
5		Amount deficient.....							
Total No. of single international rates....									
6	{ Journals ... } Fully or partially prepaid. The								
	{ Other prints. }								
	{ Samples..... }								
total prepaid amount									

TABLE II.—Extra-national correspondence.
(Including registered articles, postage only.)

7	Letters originating in Denmark for countries beyond the United States.	{	Unpaid, (wholly or in part.)	No. of international rates.	—	—	—	—	
8			{	Fully prepaid	No. of international rates.	—	—	—	—
9					Foreign postage to account for to the United States	—	—	—	—
10	{	Fully prepaid.		No. of international rates	—	—	—	—	
11		Addressed to the United States.		No. of international rates	—	—	—	—	
12			Unpaid, (wholly or in part.)	Foreign postage to account for to Denmark.	—	—	—	—	
13	{			No. of international rates	—	—	—	—	
14		Addressed to countries beyond the United States.	Fully prepaid.	Foreign postage to account for to the United States	—	—	—	—	
15				No. of international rates	—	—	—	—	
16	Unpaid, (wholly or in part.)		Foreign postage to account for to Denmark.	—	—	—	—		

17	Prepaid journals, other prints, samples, &c., originating in Denmark for countries beyond the United States, or originating in countries beyond Denmark to the United States and countries beyond the United States.	Total amount of the international postage.							
18		Foreign postage to account for to the United States							
19	Unpaid journals, other prints, and samples, originating in foreign countries, and in transit through Denmark.	Total amount of international postage.							
20		Foreign postage to account for to Denmark							

TABLE III.—Of register fees.

21	Total number of registered fees and registered articles herewith								
22	Amount of supplementary fees on same due to countries beyond the United States to account for to United States								

B.—Acknowledgment of receipt for the correspondence between Denmark, &c.—Continued

No. of the items of account.		Statement by the Danish office.		Verification by the U. States	
		No. of single rates.	Amounts.		No. of single rates.
			Rd.	Sk.		Rd.
	TABLE IV.— <i>Letters forwarded for change of residence.</i>				
23	Letters prepaid and unpaid, of whatever origin, to persons who have changed their residences	—		—	
	Amount originally charged against receiving office				
	[MEMO.—No. of articles mis-sent or wrongly addressed				
	<div style="border: 1px solid black; padding: 5px; margin: 10px 0;">No. of registered articles by this mail : _____</div>				
	TABLE V.— <i>For accounting for intermediate transit.</i>				
24	Total number of single rates of letters sent by this mail		—	—	
	(See items 1, 2, 3, 7, 8, 10, 11, 13, 15, and 23 of letter-bill.)				
25 26	Net weight of articles in this mail { Letters				
	{ Journals, &c.				
	TABLE VI.— <i>Closed mails in transit through the United States.</i>				
	Office of origin.				
	Destination.				
27	Total				
28	Total				
29	Total				

C.

POST-OFFICE DEPARTMENT }
OF
THE UNITED STATES. }

{ CORRESPONDENCE
WITH THE
{ DANISH POST-OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of ——— to the Danish office of exchange of ———, the ———, 187 .

Number.	Nature of the registered articles.	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the Danish office on registered articles destined for foreign countries.	
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
Total number of the registered articles to be carried to Article 21 of the letter-bill.						
Total amount to be carried to Article 22 of the letter-bill.						

Verified by ———. Certified by ———.

[Translation.]

D.

THE ROYAL DANISH }
 DIRECTORY GENERAL }
 OF POSTS.

{ EXCHANGE WITH THE
 UNITED STATES POST-O
 DEPARTMENT.

*Descriptive list of the letters and other registered articles contained in the mail sent
 Danish exchange-office of ——— to the United States exchange-office of ———, on the —
 187 .*

Number.	Nature of the registered articles.	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the United States office on registered articles for foreign countries.	
					Dollars.	Cents.
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
Total number of the registered articles to be carried to Article 21 of the letter-bill.....						
Total amount to be carried to Article 22 of the letter-bill.....						

Verified by ——— . Certified by ——— .

SECOND ADDITIONAL CONVENTION TO THE CONVENTION RELATIVE TO THE AMELIORATION OF THE POSTAL INTERCOURSE, CONCLUDED BETWEEN THE UNITED STATES OF AMERICA AND THE SWISS CONFEDERATION. SIGNED AT BERNE, OCTOBER 11, 1867.

The opportunity being offered to the postal administrations of the United States of America and of Switzerland to introduce an exchange of closed mails, via Bremen or Hamburg, at lower transit rates than those now in force by the British-Belgian route, the governments of the United States of America and of Switzerland have resolved to open the new routes above mentioned to the correspondence of the two countries, under the following conditions :

ARTICLE 1.

The letters from the United States of America for Switzerland, and *vice versa*, which the senders may desire to have transmitted via Bremen or Hamburg, shall be chargeable with the following rates :

1st. Eight cents per single rate for letters originating in the United States.

2d. Forty centimes per single rate for letters originating in Switzerland.

For letters unpaid or insufficiently paid are reserved the extra charges provided by Article 7 of the convention of October 11, 1867.

ARTICLE 2.

All letters from the United States of America for Switzerland, and *vice versa*, for which the senders shall not have requested transmission via Bremen or Hamburg, [or in open mails via France,] shall continue to be sent in closed mails by the British-Belgian route, and subjected to the rates fixed by Article 1 of the additional convention of February 7, 1870.

ARTICLE 3.

In case future abatements in transit expenses admit of a reduction in the present rates on letters exchanged between the United States and Switzerland, the postal administrations of the two contracting countries are authorized to fix, by common accord, the respective reduced rates, and to take the necessary measures to place them to the profit of the public of the two countries.

ARTICLE 4.

The present convention, which shall be considered as a second supplement to the convention of October 11, 1867, shall enter into operation July 1, 1872.

Done in duplicate and signed in Washington, the sixth day of May, one thousand eight hundred and seventy-two, and in Berne the thirty-first day of May, one thousand eight hundred and seventy-two.

JNO. A. J. CRESWELL, [SEAL.]

Postmaster-General of the United States.

The federal department of posts and telegraphs :

F. CHALLET VERREL. [SEAL.]

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

U. S. GRANT.

By the President :

HAMILTON FISH,

[SEAL.] *Secretary of State.*

WASHINGTON, May 6, 1872.

[Translation.]

The federal council of the Swiss Confederation makes known by these presents—

That it has approved and consented to the above convention. In faith of which the present have been signed by the president and the chancellor of the Swiss Confederation, and sealed with the seal of the federal council, at Berne, the tenth of July, one thousand eight hundred and seventy-two.

In the name of the Swiss federal council.

The president of the confederation :

[SEAL.]

WELTS.

The chancellor of the confederation :

SCHIESS.

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE REPUBLIC OF ECUADOR.

The undersigned, John A. J. Creswell, Postmaster-General of the United States of America, in virtue of the powers vested in him by law, and Antonio Flores, minister of the republic of Ecuador at Washington, in the name of his government, and by virtue of the powers which he has formally presented to this effect, have agreed upon the following articles, to wit:

ARTICLE 1.

An exchange of mails shall hereafter take place between the United States of America and the republic of Ecuador by the ordinary means of communication, via the Isthmus of Panama, the Government of the United States to be at the expense of the transportation thereof between New York and Panama and San Francisco and Panama, so long as direct service by United States steamers, including the isthmus transit, is maintained under existing conditions; and the government of Ecuador to be at the expense of the transportation thereof between Panama and Ecuador, so long as the present or other similar arrangement for the ocean mail-service between Panama and Ecuador is continued. The correspondence so exchanged shall comprise—

1. Letters and manuscript, subject by the laws of either country to letter *rate* of postage.

2. Newspapers and prints of all kinds, in sheets, in pamphlets, and in books, sheets of music, engravings, lithographs, photographs, drawings, maps and plans; and such correspondence may be exchanged, whether originating in either of said countries and destined for the other, or originating in or destined for foreign countries to which they may respectively serve as intermediaries.

ARTICLE 2.

New York and San Francisco shall be the offices of exchange on the side of the United States, and Guayaquil and Manta shall be the offices of exchange on the side of Ecuador, for all mails transmitted between the two countries under this arrangement; and all mail-matter transmitted in either direction between the respective offices of exchange shall be forwarded in closed bags or pouches under seal, addressed to the corresponding exchange-office, and the mails so dispatched from either country to

the other shall be forwarded to the United States consul and resident mail-agent at Panama, who is hereby designated as the agent of the two governments for receiving the bags or pouches at that port from either direction, and for dispatching the same to their respective ultimate destinations.

The two post departments may at any time discontinue either of said offices of exchange or establish others.

ARTICLE 3.

The standard weight for the single rate of postage and rule of progression shall be—

1. For letters or manuscript, subject by law to letter-rate of postage, one-half ($\frac{1}{2}$) ounce, (avoirdupois.)

2. For all other correspondence, mentioned in the second paragraph of the first article, that which each country shall adopt for the mails which it dispatches to the other, adapted to the convenience and habits of its interior administration. But each country shall give notice to the other of the standard weight it adopts, and of any subsequent change thereof. The weight stated by the dispatching exchange office shall always be accepted, except in cases of manifest error.

ARTICLE 4.

No accounts shall be kept between the Post-Office Departments of the two countries on the international correspondence, written or printed, exchanged between them; but each country shall levy, collect, and retain to its own use the following postage-charges, viz:

1. The postage to be charged and collected in the United States on each letter or manuscript subject to letter-postage mailed in the United States, and addressed to any place in the republic of Ecuador, shall be twenty (20) cents, United States currency, per each weight of half an ounce, or fraction of half an ounce; and the postage to be charged and collected in Ecuador on each letter or manuscript subject to letter-postage, mailed in Ecuador and addressed to any place in the United States of America, shall be two (2) reals, or the fifth part of a dollar, (hard,) Ecuador currency, the same to be in each case in full of all charges whatever, to the place of destination in either country. Either country, however, is at liberty to reduce this charge, but not to increase it without the previous assent of the other.

3. On all other correspondence mentioned in the second paragraph of the first article, the post departments of the United States and Ecuador may respectively levy, collect, and retain to their separate and exclusive use such rates of postage, adapted to their interior administration, and to the cost of sea transportation, as they shall deem advisable. But each office shall give notice to the other of the rates it adopts, and of any subsequent change thereof.

Newspapers and other correspondence of the class referred to in the preceding paragraph shall be sent in narrow bands or covers, open at the sides or ends, so that they may be easily examined; and packages of such correspondence shall be subject to the laws and regulations of each country in regard to their liability to pay customs duty, if containing dutiable goods, or to be rated with letter-postage when containing written matter, or for any other cause specified in said laws and regulations.

ARTICLE 5.

Letters and other communications in manuscript which from any cause cannot be delivered to their address, after the expiration of a proper period to effect their delivery, shall be reciprocally returned every month, unopened and without charge, to the post-office department of the dispatching country; but newspapers and all other articles of printed matter shall not be returned, but remain at the disposal of the receiving office.

Letters erroneously transmitted, or wrongly addressed, shall be promptly returned to the dispatching office without charge.

ARTICLE 6.

The Post Department of the United States shall establish, in conformity with the arrangements in force at the time, the conditions upon which the post department of Ecuador may exchange, in open mails, the correspondence originating in Ecuador and destined for countries to which the United States may serve as an intermediary; but such correspondence shall only be charged with the international postage established by this convention, augmented by the postage-rates in force between the United States and the country of destination, and any other tax for exterior service.

The Post Department of the United States shall furnish the post department of Ecuador with a list stating the foreign countries to which the foreign postage and the amounts thereof must be absolutely prepaid, or can be left unpaid, and shall modify such list, from time to time, as the exigencies of its foreign postal service may require.

In conformity to the requirements of the preceding paragraph, a table, marked A, is hereunto annexed, enumerating the countries with which and specifying the terms and conditions on which Ecuador may exchange correspondence by way of the United States.

Correspondence of this class must be accompanied by a letter-bill from the dispatching exchange office of Ecuador, specifying the amount due thereon to the United States, and the receiving exchange office of the United States shall return by next post to such dispatching exchange office an acknowledgment of receipt and verification thereof, which letter-bills and acknowledgments of receipts shall be in conformity to the models B and C, hereunto annexed, and shall serve as vouchers in the settlement of the accounts.

The accounts to be kept between the two post departments upon this class of correspondence shall be stated quarterly, transmitted and verified as speedily as practicable, and the amounts found due shall be paid promptly to the United States office, under such regulations as the respective post departments may from time to time prescribe. Such quarterly statement shall be prepared by the United States office, and shall follow the form D hereunto annexed.

ARTICLE 7.

Letters originating in foreign countries and addressed to the United States or Ecuador, respectively, on which the foreign and international postage charges are fully prepaid, shall, when forwarded in the mails of either country to the other, be delivered in the country of destination free of charge.

ARTICLE 8.

The official correspondence between the two governments, that of each government with its legation near the other, and of each legation with its government, shall be conveyed to its destination free of postage, and with all the precautions which the two governments may find necessary for its inviolability and security.

ARTICLE 9.

When in one of the two countries there is no legation of the other, the franking-privilege of the vacant legation shall be transferred, in the terms stipulated in the preceding article, to the respective consulate or vice-consulate at New York or at Guayaquil.

ARTICLE 10.

Neither post department shall be required to deliver any article received in the mails, the circulation of which shall be prohibited by the laws in force in the country of destination. And any article subject by the laws of either country to customs duty or to confiscation, shall, when received in the mails from the other, be treated in accordance with the laws of the receiving country.

ARTICLE 11.

The two post departments may, by mutual agreement, provide for the transmission of registered articles in the mails exchanged between the two countries.

The register fee for each article shall be ten (10) cents in the United States, and one (1) real in Ecuador.

ARTICLE 12.

The two post departments shall settle, by agreement between them, all measures of detail and arrangement required to carry this convention into execution, and may modify the same in like manner, from time to time, as the exigencies of the service may require. Articles may also, by mutual consent, be amended, added, or suppressed, according to the requirements of the service, without rescinding or otherwise altering or impairing any other of the articles of this convention.

ARTICLE 13.

This convention shall take effect from the date of the exchange of ratifications, and shall continue in force until annulled by mutual consent, or until one year from the date of notice given by one of the two departments to the other of its desire to terminate the same.

ARTICLE 14.

This convention shall be approved and ratified in the manner and form prescribed by the constitution and laws of each of the high con-

tracting parties; and the exchange of ratifications shall be made at Washington six months after the last ratification, or sooner, if possible.

Done in duplicate, at the city of Washington, this ninth day of May, in the year of our Lord one thousand eight hundred and seventy-one.

JNO. A. J. CRESWELL, [L. s.]

Postmaster-General of the United States.

ANTONIO FLORES. [L. s.]

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

U. S. GRANT. [L. s.]

By the President:

HAMILTON FISH,

Secretary of State.

WASHINGTON, May 9, 1871.

[Translation.]

Having seen and examined the foregoing postal convention, which has been approved by the legislative decree of the 1st of the present month, and in exercise of the sixth attribute of the sixtieth article of the constitution, I have ratified it, as by the present I do ratify and declare it accepted, confirmed, and obligatory in all and each of its clauses and stipulations contained in said convention, solemnly engaging and pledging for its faithful and exact observance on the part of Ecuador the national faith and honor.

In faith of which I have caused the present to be prepared, signed with my hand, sealed with the seal of the republic, and countersigned by the Secretary of State for foreign relations, at Quito, the thirtieth of September, eighteen hundred and seventy-one.

G. GARCIA MORENO. [L. s.]

FRANCISCO JAVIER LEON.

We, Jno. A. J. Creswell, Postmaster-General of the United States, and Antonio Flores, Minister of Ecuador to the United States, certify that on this date we have proceeded to perform the exchange of ratifications of the postal convention which was concluded between the United States and Ecuador at Washington on the 9th day of May, A. D. 1871.

Done in duplicate, and signed at Washington, this sixth day of December, A. D. 1871.

JNO. A. J. CRESWELL, [L. s.]

Postmaster-General of the United States.

ANTONIO FLORES. [L. s.]

A.—Table showing the countries to which and the terms and conditions on which Ecuador may forward letters, newspapers, and prints of all kinds, through the ordinary mails of the United States.

Countries.	Letters.	Newspapers.	Prints of all other descriptions.					The United States exchange office to which the correspondence should be sent.
	For each ½ oz. or under.	For each newspaper not exceeding 4 oz. in weight.	Not exceeding 1 oz. in weight.	Exceeding 1 oz. but not exceeding 2 oz. in weight.	Exceeding 2 oz. but not exceeding 4 oz. in weight.	For every additional 4 oz. or fraction thereof.		
	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>		
Australia, via San Francisco.....	10	4	4	6	8	8	San Francisco.	
Austria, via Bremen or Hamburg.....	*7	5	4	7	10	10	New York.	
Austria, via Cologne.....	*10	6	5	9	12	12	Do.	
Bahamas.....	3	4	4	6	8	8	Do.	
Belgium.....	*10	6	10	11	12	12	Do.	
Bermuda.....	10	4	4	6	8	8	Do.	
Belize, (British Honduras).....	12	4	8	9	10	10	Do.	
Brazil.....	15	5	5	7	10	10	Do.	
British Columbia.....	6	4	6	7	8	8	San Francisco.	
Canada.....	6	4	6	7	8	8	New York.	
China, via San Francisco.....	10	4	4	6	8	8	San Francisco.	
Costa Rica.....	10	4	4	6	8	8	New York.	
Cuba.....	10	4	4	6	8	8	Do.	
Denmark, via Bremen or Hamburg.....	*10	8	8	11	14	14	Do.	
Denmark, via Cologne.....	*13	9	9	13	16	16	Do.	
Dominica.....	10	4	4	6	8	8	Do.	
East India, via San Francisco.....	10	4	4	6	8	8	San Francisco.	
Egypt, via Bremen or Hamburg.....	*17	11	10	13	16	16	New York.	
Egypt, via Cologne.....	*20	12	11	15	18	18	Do.	
France, via direct steamer.....	10	4			8	8	Do.	
Germany, via Bremen or Hamburg.....	*7	5	4	7	10	10	Do.	
Germany, via Cologne.....	*10	6	5	9	12	12	Do.	
Gibraltar.....	16	6	6	11	16	16	Do.	
Great Britain and Ireland.....	*6	4	4	7	10	10	Do.	
Greece, via Bremen or Hamburg.....	*15	11	10	13	16	16	Do.	
Greece, via Cologne.....	*18	12	11	15	18	18	Do.	
Guatemala.....	10	4	3	5	8	8	Do.	
Harti.....	10	4	4	6	8	8	Do.	
Holland.....	*10	6	10	11	12	12	Do.	
Italy.....	*10	6	10	11	12	12	Do.	
Japan, via San Francisco.....	10	4	4	6	8	8	San Francisco.	
Malta.....	16	6	6	11	16	16	New York.	
Mexico.....	10	5	5	7	10	10	Do.	
New Brunswick.....	6	4	6	7	8	8	Do.	
Newfoundland.....	10	4	6	7	8	8	Do.	
New Zealand.....	12	4	6	7	8	8	San Francisco.	
Nicaragua.....	10	4	4	6	8	8	New York.	
Norway, via Bremen or Hamburg.....	*12	10	9	12	15	15	Do.	
Norway, via Cologne.....	*15	11	10	14	17	17	Do.	
Nova Scotia.....	6	4	6	7	8	8	Do.	
Portugal.....	16	10	6	11	16	16	Do.	
Prince Edward Island.....	6	4	6	7	8	8	Do.	
Russia, via Bremen or Hamburg.....	*12	7	6	9	12	12	Do.	
Russia, via Cologne.....	*15	8	7	11	14	14	Do.	
Salvador.....	10	4	3	5	8	8	Do.	
Sandwich Islands.....	6	4	6	7	8	8	San Francisco.	
Spain.....	16 per ½ oz.	8	6	11	18	18	New York.	
Sweden, via Bremen or Hamburg.....	*11	10	9	12	15	15	Do.	
Sweden, via Cologne.....	*14	11	10	14	17	17	Do.	
Switzerland.....	*10	6	10	11	12	12	Do.	
Turkey, via Bremen or Hamburg.....	12	9	8	11	14	14	Do.	
Turkey, via Cologne.....	15	10	9	13	16	16	Do.	
Vancouver's Island.....	6	4	6	7	8	8	San Francisco.	
Venezuela.....	10	5	10	11	12	12	New York.	
West India, (British and Danish, not hereinbefore mentioned.).....	10	4	4	6	8	8	Do.	
West India, (not British or Danish).....	18	6					Do.	

NOTE.—The asterisk (*) indicates that prepayment is not obligatory in the United States, and consequently not in Ecuador. The absence of the asterisk denotes that prepayment is compulsory in the United States, and therefore the rates not marked with an asterisk must always be collected in Ecuador and paid to the United States.

Printed matter sent from the United States to foreign countries must always be prepaid; and the rates expressed in the table include the postage thereon between Panama and the United States.

POSTAL ADMINISTRATION
OF
ECUADOR.

B.

CORRESPONDENCE
WITH
UNITED STATES

LETTER BILL No. _____,

For the mail from _____ to _____, sent the _____
of _____, 187_____.

Number of the item.	Nature of the correspondence.	Statement by the dispatching exchange office.		Verification receiving office.	
		Number of single rates.	Amount of the postages due the United States.		Amount postage the States.
			Dollars.	Cts.	
1	Prepaid letters from Ecuador for foreign countries in transit through the United States.	}			
2	Unpaid letters from Ecuador for foreign countries in transit through the United States.				
3	Prepaid newspapers and prints from Ecuador for foreign countries in transit through the United States.	}			
	Total				

Postmaster of _____

POST-OFFICE DEPARTMENT
OF THE
UNITED STATES OF AMERICA.

C.

CORRESPONDENCE
WITH
ECUADOR.

ACKNOWLEDGMENT OF RECEIPT.

For the mail dispatched from _____ to _____; sent the _____ of _____, 187—;
received the _____ of _____, 187—.

Number of the items.	Nature of the correspondence.	Statement by the dispatching exchange office.		Verification by the receiving exchange office.	
		Number of single rates.	Amount of the postages due the United States.		Number of single rates.
			Dollars.	Cts.	
1	Prepaid letters from Ecuador for foreign countries in transit through the United States.				
2	Unpaid letters from Ecuador for foreign countries in transit through the United States.				
3	Prepaid newspapers and prints from Ecuador for foreign countries in transit through the United States.				
	Total				

Postmaster of _____

POST-OFFICE DEPARTMENT
OF THE
UNITED STATES OF AMERICA.

D.

CORRESPONDENCE
WITH
ECUADOR.

Quarterly account of the correspondence forwarded from Ecuador to the United States for transmission in the United States mails to countries beyond, during the quarter ended _____, 187—.

SUMS WHICH ECUADOR MUST ACCOUNT FOR TO THE UNITED STATES.

Date of the dispatch of the mails.	Numbers of the letter-bills.	Amount of the postages due the United States.	
		Dollars.	Cents.
187—.	187—.		
	Total		

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE
DEPARTMENT OF THE UNITED STATES OF AMERICA, _____, 187—.

Auditor.

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE ARGENTINE REPUBLIC.

The undersigned, being thereunto duly authorized by their respective governments, have agreed upon the following articles for the amelioration of the postal intercourse between the United States of America and the Argentine Republic:

ARTICLE 1.

There shall be a reciprocal and regular exchange of correspondence in closed mails between the post departments of the United States of America and the Argentine Republic, by means of the subsidized line of United States mail-steamers plying between New York and Rio Janeiro and the connecting mail-packets plying between the latter port and the Argentine Republic, as well as by such other means of direct mail-steamship transportation between the United States and the Argentine Republic as shall hereafter be established with the approval of the respective post departments of the two countries.

The correspondence so exchanged shall comprise—

1. Letters, ordinary and registered.
2. Newspapers.
3. Book-packets, comprising prints of other kinds, in sheets, in pamphlets, and in books; maps, plans, engravings, drawings, photographs, lithographs, sheets of music, and all other like productions.
4. Patterns or samples of merchandise, including seeds and grains.

ARTICLE 2.

New York shall be the office of exchange on the side of the United States, and Buenos Ayres shall be the office of exchange on the side of the Argentine Republic, for all mails transmitted between the two countries under this convention; and all mail-matter conveyed in either direction between the respective offices of exchange shall be forwarded in closed bags or pouches, under seal, addressed to the corresponding exchange office. And so long as there are no means of direct mail communication between the sea-ports of the two countries, the mails so dispatched from either country to the other shall be landed at Rio Janeiro, to be from thence forwarded to their respective destinations; to effect which the two departments shall arrange the safest and most expeditious means.

ARTICLE 3.

The international correspondence must be fully prepaid in the country of origin, according to the tariff hereinafter mentioned, and no postage-charge whatsoever shall be made on the delivery of such matter in the country of destination.

But insufficiently paid letters, posted in either country for the other, the postage on which the senders had evidently intended fully to prepay, shall, nevertheless, be reciprocally transmitted to destination, provided one or more full rates shall have been prepaid thereon. And any such letters so forwarded from either country to the other, shall be charged on delivery with the deficient postage only; and the amount of such deficient postage shall be distinctly marked thereon by the dispatching exchange office.

1. The postage on a single international letter shall be 15 cents from

the United States, and 15 centavos from the Argentine Republic. The authorized weight of a single letter shall be 15 grams by the metrical scale, but each department shall have the option of regarding half an ounce avoirdupois as the equivalent thereof, and of levying postage accordingly.

For other than single letters, the same charge shall be made for every additional half an ounce, or 15 grams, or fraction thereof.

2. On all international correspondence, other than letters, the post departments of the United States and the Argentine Republic may, respectively, levy and collect such rates of postage, adapted to the convenience and habits of their interior administration, as they shall deem advisable. But each office shall give notice to the other of the rates it adopts, and of any subsequent change thereof. It is, however, understood and mutually agreed, that the rates established in either country, under the authority herein given, shall not exceed the following:

(a) On each newspaper, not exceeding four ounces in weight, 4 cents in the United States, and 4 centavos in the Argentine Republic.

(b) On prints of all other kinds as hereinbefore mentioned, for every weight of four ounces, or fraction of four ounces, 6 cents in the United States, and 6 centavos in the Argentine Republic.

(c) On patterns and samples of merchandise, including seeds and grains, for every weight of four ounces, or fraction of four ounces, 8 cents in the United States, and 8 centavos in the Argentine Republic.

ARTICLE 4.

Packets of international correspondence, other than letters, shall be transmissible, by either office, under such regulations as the dispatching-office may, from time to time, prescribe.

These regulations, however, shall include the following:

1. No packet may contain anything that is sealed or otherwise closed against inspection, nor must it contain any letter, or communication in the nature of a letter, whether separate or otherwise, unless the whole of such letter or communication be printed. But entries merely stating from whom or to whom the packet is sent, or the trade-mark, numbers, and prices of the articles, shall not be regarded as a letter.

2. Patterns or samples of merchandise must not be of intrinsic value, nor have a marketable quality of their own apart from their mere use or value as a pattern or sample.

3. Patterns, samples, or other packets, shall not contain any liquid poison, explosive chemical, or other article likely to injure the contents of the mail-bags, or the person of any one handling the same; and any such article is positively excluded from the mails.

4. No packet must exceed two English feet, or sixty centimeters in any dimension.

5. Neither office shall be bound to deliver printed papers the importation of which may be prohibited by the laws or regulations of the country to which they are transmitted.

6. So long as any customs duty is chargeable on any article sent in the mail by one country to the other, such customs duty may be levied to the use of the receiving country.

ARTICLE 5.

Letters posted at any office in the United States, and addressed to the Argentine Republic, or posted at any office in the Argentine Re-

public and addressed to the United States, may be registered at the office of mailing, in either country, on the application of the person posting the same, provided the full postage chargeable thereon, together with a registration-fee of 8 cents in the United States, and 8 centavos in the Argentine Republic, be prepaid at such mailing-office; and provided, also, that such registration shall not render the respective post-departments, or their revenues, either jointly or separately, liable for the loss of such letters or packets, or the contents thereof.

ARTICLE 6.

The transportation of the mails in both directions between the United States and Rio Janeiro shall be at the sole expense of the United States; and, in like manner, the transportation of the mails in both directions between the Argentine Republic and Rio Janeiro shall be at the sole expense of the Argentine Republic.

ARTICLE 7.

All letters which, from any cause, cannot be delivered to their address, after the expiration of a proper period to effect their delivery, shall be reciprocally returned, every month, unopened and without charge, to the post-office department of the dispatching country; but newspapers, and all other articles of correspondence, undeliverable from whatever cause, shall remain at the disposal of the receiving-office, to be returned or not, at its option.

Letters erroneously transmitted, or wrongly addressed, shall also be promptly returned, without charge, by the receiving-office, to the office which dispatched them.

ARTICLE 8.

The official dispatches exchanged in either direction between the United States and their diplomatic or consular agents in the Argentine Republic, and the official dispatches exchanged in either direction between the Argentine Republic and its diplomatic or consular agents in the United States, shall reciprocally be forwarded to their respective destinations, free of any postage-charge whatsoever, and with all the precautions which the two governments may find necessary for their inviolability and security.

ARTICLE 9.

Letters and other correspondence originating in foreign countries, and addressed to the United States, or to the Argentine Republic, respectively, on which the foreign and international postage charges are fully prepaid, shall, when forwarded through the mails of either country to the other, be delivered in the country of destination free of charge.

ARTICLE 10.

No accounts shall be kept between the post departments of the two countries on the international correspondence, written or printed, exchanged between them, but each country shall levy, collect, and retain to its own use, the postage-charges hereinbefore prescribed on the international correspondence which it dispatches to the other.

ARTICLE 11.

The two post departments may establish by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may exchange, in the open mails, the correspondence originating in, or destined to, other countries to which they may respectively serve as intermediaries; and until such agreement is by common accord established between them, neither country is to mail to the other any correspondence for foreign countries in transit through the country to which the mail is sent.

ARTICLE 12.

The two post departments shall settle, by agreement between them, all measures of detail and arrangement required to carry this convention into execution, and may modify the same in like manner, from time to time, as the exigencies of the service may require.

ARTICLE 13.

This convention shall take effect from a day to be fixed by the two post departments, and shall continue in force until annulled by mutual consent, or until one year from date of notice given by one of the departments to the other of its desire to terminate the same.

Done in duplicate, at the city of Washington, this twenty-seventh day of July, in the year of our Lord one thousand eight hundred and seventy-one.

JNO. A. J. CRESWELL, [L. S.]
Postmaster-General of the United States.

MANUEL R. GARCIA, [L. S.]
Minister Plenipotentiary of the Argentine Republic.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

U. S. GRANT.

By the President:

[L. S.] HAMILTON FISH,
Secretary of State.

WASHINGTON, July 27, 1871.

[Translation.]

BUENOS AYRES, November 6, 1871.

The present postal convention, concluded and signed by my plenipotentiary and the plenipotentiary of the United States of America, being found in conformity with the instructions and advices which were, to this effect, given to the former, I approve it on my part and in virtue of the powers vested in me, it having to be presented to the deliberation of Congress for its definitive approval.

The present approval shall be countersigned by the minister of foreign relations.

[L. S.]
[L. S.]

D. F. SARMIENTO.
C. TEJEDOR.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 7, 1872.

We, Jno. A. J. Creswell, Postmaster-General of the United States, and Manuel R. García, Envoy Extraordinary and Minister Plenipotentiary of the Argentine Republic to the United States, certify that on this date we have proceeded to perform the exchange of ratifications of the postal convention which was concluded between the United States and the Argentine Republic, at Washington, on the twenty-seventh of July, A. D. 1871.

Done in duplicate, and signed at Washington the seventh day of November, A. D., 1872.

{ Seal of U. S. P. O. }
{ Department. }

{ Seal of legation Argentina }
{ en los Estados Unidos. }

JNO. A. J. CRESWELL,
Postmaster-General.
MANUEL R. GARCIA,
Plenipotenciario de la Republica Argentina.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND NEWFOUNDLAND.

The undersigned, being thereto duly authorized by their respective governments, have agreed upon the following articles establishing and regulating the exchange of correspondence between the United States of America and Newfoundland :

ARTICLE 1.

There shall be an exchange of mails between the United States of America and Newfoundland by such means of transportation as are now or shall hereafter be established with the approval of the respective post departments of the two countries, comprising letters, newspapers, books, printed matter of every kind, and patterns or samples of merchandise originating in either country and addressed to and deliverable in the other country.

ARTICLE 2.

The post-offices of Boston and New York shall be the exchange offices on the side of the United States, and the post-office of Saint John's shall be the sole office of exchange on the side of Newfoundland for all mails transmitted between the two countries under this arrangement, and all mail-matter transmitted in either direction between the respective offices of exchange shall be forwarded in closed bags or pouches, under seal, addressed to the corresponding exchange office.

Each mail shall be accompanied by a letter or post bill, showing in separate columns the number of letters, newspapers, and other articles embraced therein and the postages thereon.

ARTICLE 3.

No accounts shall be kept between the post departments of the two countries upon the international correspondence, written or printed, exchanged between them, but each department shall retain to its own use all the postages which it collects thereon.

The single rate of international letter-postage in full to destination shall be six cents on each letter weighing half an ounce (15 grams) or less, and an additional rate of six cents for each additional weight of half an ounce (15 grams) or fraction thereof, the prepayment of which shall be compulsory at the office of mailing in either country.

The United States Post-Office shall levy and collect to its own use a postage-charge of two cents on each newspaper mailed in the United States and addressed to Newfoundland; and a postage-charge of two cents for each two ounces or fraction thereof, on pamphlets, periodicals, books, other articles of printed matter, and patterns or samples of merchandise, addressed to or received from Newfoundland.

The post-office of Newfoundland shall levy and collect to its own use a postage-charge of two cents on each newspaper mailed in Newfoundland and addressed to the United States, and the established rates of domestic postage chargeable in Newfoundland, on pamphlets, periodicals, books, other articles of printed matter, and patterns or samples of merchandise addressed to or received from the United States.

Every international letter or newspaper shall be plainly stamped with the words "paid all" in red ink, by the dispatching office of exchange, and shall be delivered free of any charge whatever in the country of destination.

Newspapers and all other kinds of printed matter shall be subject to the laws and regulations of each country, respectively, in regard to their liability to be rated with letter-postage when containing written matter, or for any other cause specified in said laws and regulations, as well as in regard to their liability to customs duty under the revenue laws.

ARTICLE 4.

The two post departments shall establish by agreement, and in conformity with arrangements in force at the time, the conditions upon which the two offices may reciprocally exchange, in open mails, the correspondence originating in or destined to other foreign countries to which they may respectively serve as intermediaries.

Either country forwarding or receiving such correspondence through the open mails of the other, shall account to such other country for such postage-rates as are chargeable thereon, for exterior service by its laws and regulations, or the requirements of its foreign postal arrangements.

ARTICLE 5.

The two post departments may by mutual agreement provide for the transmission of registered letters in the mails exchanged between the two countries, and may settle, by agreement between them, all measures of detail and arrangements required to carry this convention into execution, and may modify the same in like manner from time to time as the exigencies of the service may require.

ARTICLE 6.

Dead letters which cannot be delivered from whatever cause shall be mutually returned without charge, monthly, or more frequently, as the regulations of the respective offices will permit.

ARTICLE 7.

This convention shall come into operation the 1st day of December, 1872, and shall be terminable at any time on a notice by either party of six months.

Done in duplicate, and signed at Washington the 20th day of November, and at St. John's the 13th day of November, one thousand eight hundred and seventy-two.



J. W. MARSHALL, [SEAL.]
Acting Postmaster-General.

JOHN DELANEY, [SEAL.]
Postmaster-General, Newfoundland.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

U. S. GRANT,
President of the United States.

By the President:

HAMILTON FISH,
Secretary of State.

WASHINGTON, November 20, 1872.

REPORT OF THE AUDITOR OF THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT, *Washington, D. C., October 29, 1872.*

SIR: I have the honor to submit the following annual report of the receipts and expenditures of the Post-Office Department, together with the operations of this office in connection therewith, for the fiscal year ended June 30, 1872.

COLLECTION OF POST-OFFICE REVENUES.

The number of post-offices in operation during the year was 32,065, which are thus classified under the regulations adopted for the government of the Department, chapter 26, sections 275 to 279, inclusive.

The following-named offices, seventy-two in number, are denominated depositories, and are required by the Postmaster-General to receive and retain, subject to the drafts of the Department, the funds of certain adjacent offices, as well as the revenues of their own:

List of offices designated as depositories, with names of postmasters.

Albany, N. Y.	J. F. Smyth.	Meadville, Pa.	D. V. Derrickson.
Atlanta, Ga.	J. L. Dunning.	Memphis, Tenn.	J. DeLoach.
Bangor, Me.	A. B. Farnham.	Milwaukee, Wis.	S. C. West.
Batavia, N. Y.	M. Taggart.	Montpelier, Vt.	J. W. Clark.
Binghamton, N. Y.	E. B. Stephens.	Nashville, Tenn.	W. F. Prosser.
Buffalo, N. Y.	J. M. Schermerhorn.	Newark, N. J.	William Ward.
Chicago, Ill.	F. A. Eastman.	New Haven, Conn.	N. D. Sperry.
Cincinnati, Ohio.	Thomas H. Foulks.	Ogdensburgh, N. Y.	S. N. Sherman.
Cleveland, Ohio.	John W. Allen.	Olean, N. Y.	J. G. Johnson.
Columbus, Ohio.	James M. Comley.	Peoria, Ill.	D. W. Magee.
Concord, N. H.	J. E. Larkin.	Pittsburgh, Pa.	J. H. Stewart.
Davenport, Iowa.	Edward Russell.	Plattsburgh, N. Y.	H. S. Ransom.
Des Moines, Iowa.	J. S. Clarkson.	Portland, Me.	C. W. Goddard.
Detroit, Mich.	F. W. Swift.	Portsmouth, Ohio.	O. Wood.
Dover, Del.	J. B. Smith.	Providence, R. I.	E. S. Jackson.
Dubuque, Iowa.	V. J. Williams.	Quincy, Ill.	M. Piggott.
Easton, Pa.	J. K. Dawes.	Raleigh, N. C.	C. J. Rodgers.
Evansville, Ind.	J. W. Foster.	Richmond, Va.	E. L. Van Lew.
Fort Wayne, Ind.	J. J. Kamm.	Ripon, Wis.	H. S. Town.
Geneva, N. Y.	S. N. Anthony.	Rochester, N. Y.	E. M. Smith.
Grand Rapids, Mich.	A. B. Turner.	Rutland, Vt.	J. B. Kilborn.
Harrisburgh, Pa.	George Bergner.	Sandusky, Ohio.	A. C. Van Tine.
Hartford, Conn.	John H. Burnham.	Scranton, Pa.	J. S. Slocum.
Huntsville, Ala.	J. D. Sibley.	Springfield, Ill.	J. L. Crane.
Indianapolis, Ind.	W. R. Holloway.	Springfield, Mass.	H. C. Lee.
Kalamazoo, Mich.	J. A. B. Stoue.	Steubenville, Ohio.	J. M. Reede.
Keene, N. H.	H. C. Henderson.	Saint Paul, Minn.	J. A. Wheelock.
Knoxville, Tenn.	J. Rodgers.	Syracuse, N. Y.	D. H. Bruce.
La Fayette, Ind.	J. L. Miller.	Urbana, Ohio.	D. C. Hilt.
Lancaster, N. H.	O. Nutter.	Utica, N. Y.	C. H. Hopkins.
Leavenworth, Kans.	J. Clark.	Vincennes, Ind.	W. N. Denny.
Lexington, Ky.	S. W. Price.	Wheeling, W. Va.	C. J. Rawlings.
Lima, Ohio.	C. Parmenter.	Williamsport, Pa.	Robert Hawley.
Louisville, Ky.	L. M. Porter.	Wooster, Ohio.	A. L. McClure.
Lowell, Mass.	J. A. Goodwin.	Worcester, Mass.	Josiah Pickett.
Madison, Wis.	E. W. Keyes.	Zanesville, Ohio.	J. J. Douglas.

The following depositaries and assistant treasurers receive and retain, subject to the warrants of the Post-Office Department, the funds of such post-offices as are instructed to deposit in their hands:

DESIGNATED DEPOSITARIES.

S. J. Holley.....	Buffalo, N. Y.	William Miller.....	Mobile, Ala.
J. E. McLean.....	Chicago, Ill.	J. Cushman.....	Olympia, W. T.
R. H. Stephenson.....	Cincinnati, Ohio.	Thomas Steel.....	Pittsburg, Pa.
E. W. Little.....	Santa Fé, N. M.	C. H. Lorde.....	Tucson, Arizona.
J. P. Luce.....	Louisville, Ky.		

ASSISTANT TREASURERS.

Thomas Hillhouse.....	New York, N. Y.	J. D. Geddings.....	Charleston, S. C.
George Eyster.....	Philadelphia, Pa.	A. G. Edwards.....	Saint Louis, Mo.
F. Haven, jr.....	Boston, Mass.	C. N. Felton.....	San Francisco, Cal.
Charles Clinton.....	New Orleans, La.	Peter Negley.....	Baltimore, Md.

One hundred and twenty-eight post-offices are draft offices, and during the year paid 17,643 drafts issued by the Postmaster-General, countersigned, entered, and sent out by the Auditor, for sums in the aggregate of.....	\$2, 931, 736 09
Thirty-three hundred and ninety-one offices are deposit offices, a portion of which, during the year, deposited with the Treasurer and assistant treasurers of the United States the sum of.....	3, 072, 659 11
The remaining deposit offices deposited with the depositaries named above the sum of \$801,512.11, which is embraced in the \$2,931,736.09 paid on the drafts of the Department by said depositaries and draft offices.	
Twenty-four thousand and forty-four offices are collection offices, and paid on collection orders issued to mail contractors the sum of....	2, 932, 628 62
Forty-five hundred and two offices are special and mail-messenger offices, and derive their mail supplies by the payment of the revenue of their offices therefor, amounting to.....	514, 226 68
The amount paid into the Treasury by postmasters for the use and purposes of the Post-Office Department during the fiscal year was....	9, 451, 250 50

Revenue account of the Post-Office Department.

The receipts of the Department for the fiscal year ended June 30, 1872, were.....	\$21, 915, 426 37
The amounts placed in the Treasury for the service of the Department for the fiscal year, being grants in aid of the revenue under the following acts of Congress, were—	
Under the second section of the act approved March 3, 1871, for mail-steamship service between San Francisco, Japan, and China	\$500, 000 00
Under the second section of the act approved March 3, 1871, for mail-steamship service between the United States and Brazil	150, 000 00
Under the second section of the act approved March 3, 1871, for mail-steamship service between San Francisco and the Sandwich Islands.....	75, 000 00
Under the twelfth section of the act approved March 3, 1847, for the transportation of free matter for Congress and the other Departments of the Government.....	200, 000 00
Under the eighth section of the act approved March 3, 1851, for the transportation of free matter for Congress and the other Departments of the Government.....	500, 000 00
Under the second section of the act approved March 3, 1869, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1870.....	68, 364 00
Under the first section of the act approved March 3, 1871, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1871.....	416, 636 00

Under the third section of the act approved March 3, 1871, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1872.....	\$3,083,750 00	
		\$4,993,750 00
Aggregate of revenue and grants.....		26,909,176 37
The expenditures of the Department for the fiscal year ended June 30, 1872, were.....		26,658,192 31
Excess of receipts.....		250,984 06

The net revenue of the Department from postages, being the aggregate of balances due the United States by postmasters on the adjustment of their quarterly accounts for the year, after deducting their compensation and the expenses of their offices, was—

For the quarter ended September, 30, 1871.....	\$3,104,977 86
For the quarter ended December 31, 1871.....	3,345,151 93
For the quarter ended March 31, 1872.....	3,578,978 15
For the quarter ended June 30, 1872.....	3,255,199 88
Total.....	13,284,307 82

The amount of newspaper and pamphlet postage paid in money was—

For the quarter ended September 30, 1871.....	\$236,815 42
For the quarter ended December 31, 1871.....	241,301 88
For the quarter ended March 31, 1872.....	252,678 84
For the quarter ended June 30, 1872.....	255,144 07
Total.....	985,940 21

The amount of letter-postage paid in money was—

For the quarter ended September 30, 1871.....	\$90,027 32
For the quarter ended December 31, 1871.....	78,136 09
For the quarter ended March 31, 1872.....	89,563 23
For the quarter ended June 30, 1872.....	88,141 94
Total.....	345,868 58

The amount of stamps and stamped envelopes sold was—

For the quarter ended September 30, 1871.....	\$4,341,707 06
For the quarter ended December 31, 1871.....	4,864,185 22
For the quarter ended March 31, 1872.....	5,050,821 18
For the quarter ended June 30, 1872.....	4,753,207 98
Total.....	19,009,921 44

The number of quarterly returns of postmasters received and audited, on which the sum of \$13,287,307.82 was found due the United States, was—

For the quarter ended September 30, 1871.....	29,313
For the quarter ended December 31, 1871.....	29,479
For the quarter ended March 31, 1872.....	29,696
For the quarter ended June 30, 1872.....	30,076
Total.....	118,564

MAIL TRANSPORTATION.

The amount charged to transportation accrued and placed to the credit of mail-contractors and others for mail transportation during the year was—

For the regular service of mail-routes.....	\$12,613,749 16
For the supply of special and mail messenger offices.....	514,226 68
For the salaries of postal railway clerks, route and other agents.....	1,569,969 32
For the salaries and per diem of the assistant superintendents of the postal-railway service.....	35,305 66
	14,733,250 82

Foreign mail transportation.

San Francisco and Hong-Kong, China	\$500,000 00	
San Francisco and the Hawaiian Islands	75,000 00	
United States and Brazil	150,000 00	
New York, Queenstown, and Liverpool	187,535 77	
New York and Bremen, and New York and England	24,709 79	
Baltimore and Bremen	94 75	
San Francisco, Japan, and China	538 37	
New York and Brazil	495 25	
New York and Havana	47,843 83	
New York and West Indies	2,098 18	
New York and Bermuda	844 41	
New York and Panama, and San Francisco and Panama, Philadelphia and Havana, New Orleans and Havana, and Baltimore and Havana	23,866 07	
New Orleans and Santander, Spain	4,486 88	
Boston and Nova Scotia, and Portland and Nova Scotia, Boston, Nova Scotia, and Prince Edward's Island	215 49	
New York and Stettin, Germany	736 35	
Cleveland and Port Stanley, Canada	1,039 84	
Expenses of Government mail-agent at Havana	92 62	
Expenses of Government mail-agent at Aspinwall	24 28	
Expenses of Government mail-agent at Panama	800 00	
	924 00	
	1,470 40	
		<u>\$1,022,816 28</u>
		15,756,067 10
The amount credited to transportation accrued and charged to contractors for over-credits was	\$49,807 62	
Fines imposed on contractors	1,703 59	
Deductions from their pay	71,567 15	
		<u>123,078 26</u>

Net amount to the credit of mail-contractors and others. 15,632,988 74

The amount actually paid and credited during the year for mail transportation was. \$15,547,820 53
Of which amount there was paid for mail transportation of previous
years the sum of. 363,580 64

Statement of collecting division.

During the year this division has had charge of accounts—		
Of postmasters		32,065
Of late postmasters		7,519
Total		<u>39,584</u>

Amounts collected on balances due from late postmasters who went out of office prior to
July 1, 1871.

Collected by draft	\$208,960 49
Collected by suit	24,252 95
Credited on vouchers	69,794 52
Charged to suspense	69 92
Charged to bad debts	11,037 08

Total. 314,114 96

Amount collected by draft from contractors. \$10,873 97

Number of changes of postmasters reported by appointment office during
the fiscal year was 7,519; and the balance due the United States upon
the accounts of said late postmasters amounts to. \$217,359 54

Of which there has been collected by draft	\$81,949 16
Charged to suspense	224 46
Charged to bad-debts	318 55
	<u>82,492 17</u>

Total remaining due. 134,867 37

Of which there remains in suit.....	\$1,363 50	
Of which there remains not in suit.....	133,503 87	
		<u>\$134,867 37</u>
Amount due postmasters late in fiscal year 1872	\$25,083 94	
Amount paid late postmasters on all accounts prior to July 1, 1872	92,680 12	
		<u>\$46,654 66</u>
Amounts due by late postmasters, for which suits were instituted during the fiscal year.....		
Amount collected by suit during the fiscal year	56,040 94	
		<u>56,040 94</u>

The subjoined tables, numbered from 1 to 47, inclusive, exhibit in detail the transactions of the Department for the fiscal year.

I have the honor to be, very respectfully,

J. J. MARTIN,
Auditor.

Hon. JOHN A. J. CRESWELL,
Postmaster-General.

No. 1.—Statement exhibiting quarterly receipts of the Post-Office Department during the fiscal year ended June 30, 1872.

Receipts.	Quarter ended September 30, 1871.	Quarter ended December 31, 1871.	Quarter ended March 31, 1872.	Quarter ended June 30, 1872	Aggregate.
Letter-postage.....	\$80,027 32	\$78,136 09	\$80,563 23	\$82,141 94	\$345,868 58
Newspapers and pamphlets.....	236,815 42	241,301 88	253,678 84	255,144 07	985,940 21
Fines.....	718 22	720 61	12,393 59	4,784 21	18,616 63
Emoluments.....	271,102 73	271,634 57	272,456 90	271,701 30	1,086,895 50
Postage-stamps and stamped envelopes.....	4,341,707 06	4,864,185 22	5,050,821 18	4,753,207 98	19,009,921 44
Dead letters.....	1,950 00	2,249 00	1,500 00	1,600 00	7,299 00
Internal revenue from postmasters.....		36 18			36 18
Revenue from money-order business, (since Nov. 4, 1864.).....				443,397 63	443,397 63
Miscellaneous.....	3,204 54	3,935 02	4,472 03	5,639 61	17,451 20
Total.....	4,945,525 29	5,462,198 57	5,663,885 77	5,823,816 74	21,915,428 37

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 2.—Statement of the postal receipts and expend

States and Territories.	Letter-postage.	Newspaper-postage.	Waste paper and twine.	Stamps sold.	Emoluments.	Revenue-tax.
Maine	\$4,855 77	\$23,507 84	\$74 88	\$335,503 99	\$18,639 70	
New Hampshire	1,806 06	15,872 39	137 20	202,615 31	9,213 55	
Vermont	1,848 00	14,986 24	74 20	192,178 87	7,043 28	
Massachusetts	21,426 56	52,782 34	438 95	1,494,450 74	86,881 26	1
Rhode Island	1,850 09	5,975 27	43 68	159,336 52	15,374 77	
Connecticut	4,435 43	23,648 82	214 95	453,195 21	29,895 97	
New York	117,206 75	128,906 17	1,083 60	4,207,065 02	168,779 38	4
New Jersey	7,646 62	20,826 23	130 01	389,296 98	22,012 08	
Pennsylvania	27,990 82	85,237 72	830 24	1,955,700 84	72,007 14	2
Delaware	450 47	2,595 99	7 25	54,970 01	785 77	
Maryland	8,229 59	14,994 64	82 48	380,042 72	8,885 95	
Virginia	2,065 91	18,510 42	31 88	291,276 06	11,510 81	
West Virginia	753 45	8,075 67	43 60	98,283 75	3,777 06	
North Carolina	842 44	10,521 26	14 31	129,481 51	5,454 55	
South Carolina	1,198 70	7,549 65	11 10	193,229 32	7,555 00	
Georgia	2,351 05	16,044 33	130 62	239,740 96	24,361 24	
Florida	967 55	2,227 10	1 00	38,539 60	3,133 62	
Ohio	11,880 07	80,528 22	738 57	1,279,280 33	64,276 89	1
Michigan	15,333 35	45,222 05	292 48	603,259 56	45,109 38	
Indiana	3,867 96	44,759 19	174 08	514,278 38	39,423 86	
Illinois	26,431 34	72,896 71	1,063 96	1,642,948 11	86,211 94	1
Wisconsin	10,665 64	31,319 75	218 41	437,238 09	31,658 04	
Iowa	7,492 04	37,411 78	152 49	504,165 22	45,856 65	
Missouri	8,397 82	41,246 27	167 83	705,466 11	31,965 72	
Kentucky	3,124 16	19,692 28	145 55	310,339 39	14,216 36	
Tennessee	2,187 64	16,826 81	142 89	250,067 34	10,598 99	
Alabama	1,085 90	10,298 73	9 80	151,123 37	14,412 95	
Mississippi	794 83	8,991 28	21 50	128,368 38	11,386 21	
Arkansas	638 72	5,478 44	14 37	71,219 92	6,186 72	
Louisiana	10,662 11	7,900 88	6 00	214,688 02	25,991 60	
Texas	4,251 24	18,273 26	63 09	204,850 96	22,836 70	
California	13,086 90	28,604 46	103 30	477,234 88	40,621 96	
Oregon	335 95	5,173 81	14 36	44,702 94	6,470 98	
Minnesota	10,772 80	18,524 26	147 73	204,335 33	19,427 71	
Kansas	2,276 89	14,634 52	34 82	227,782 02	23,418 37	
Nebraska	1,235 46	5,491 32	5 14	109,075 82	8,454 98	
Nevada	291 75	5,143 34	2 25	32,014 25	6,689 73	
Colorado	375 50	3,127 90	35	48,497 62	12,515 88	
Utah	515 88	3,261 23	31 28	31,404 86	3,834 00	
New Mexico	91 00	471 08	4 20	10,403 18	700 25	
Washington	120 34	1,588 76		12,549 52	1,440 36	
Dakota	327 94	764 99		10,124 48	657 55	
Arizona	51 83	197 21		6,404 09	366 75	
Idaho	79 57	866 38		7,644 61	1,883 50	
Wyoming	86 53	852 34	1 75	13,249 29	1,721 90	
Montana	218 91	1,779 82		18,791 70	5,296 09	
Alaska	5 01	9 49		184 37		
District of Columbia	2,848 91	3,418 65	185 98	115,768 91	6,948 34	
Deduct miscellaneous items	345,510 15	987,017 39	7,092 11	19,136,361 56	1,085,881 52	38 68
Add miscellaneous items		1,077 18		126,440 12		2 50
	358 43				1,013 98	
Total	345,868 58	988,094 57	7,092 11	19,009,921 44	1,086,895 50	36 18

NOTE.—The following items of expenditure and revenue, being of a general nature, are not

Amount paid for foreign mails and expenses of Government agents	\$1.
Foreign postage collected and returned to foreign governments	
Ship, steamboat, and way letters	
Wrapping-paper	
Office-furniture	
Advertising	
Mail-bags	
Blank-agents and assistants	
Mail locks, keys, and stamps	
Mail depredations and special agents	
Expenses of postage-stamps, and stamped envelopes	
Dead letters, "moneys refunded"	
Miscellaneous payments	

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

in United States for the fiscal year ended June 30, 1872.

Compensation of postmasters.	Incidental expenses of post-offices.	Compensation to letter-carriers.	Compensation of route-agents, postal-railway clerks, mail messengers, and supply of special offices.	Transportation by States.	Total expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
\$135,746 53	\$46,320 06	\$7,478 53	\$28,892 70	\$158,479 22	\$376,917 04		\$5,665 14
92,562 28	15,399 06	5,637 79	14,381 77	69,217 12	197,144 02		32,500 40
30,142 38	13,426 76		14,754 33	118,272 47	245,801 78		
30,123 17	250,566 99	108,575 49	113,705 68	272,406 44	1,047,232 77	\$29,661 18	612,727 08
33,292 35	18,231 28	11,294 26	6,834 75	24,510 76	94,163 60		88,416 71
142,824 31	60,265 94	16,323 26	34,175 03	139,197 33	392,285 84		119,104 54
616,023 31	932,217 18	467,220 43	322,123 97	843,315 31	3,180,900 20		1,442,179 40
137,533 31	34,221 68	28,023 38	19,050 11	167,641 36	386,475 44		53,436 48
452,450 39	226,016 08	219,040 79	160,297 94	625,909 57	1,743,715 26		398,051 50
18,350 91	5,561 73	7,951 25	6,229 14	25,385 80	63,498 83	4,689 34	
66,339 17	78,456 41	54,717 28	21,596 32	250,276 96	471,386 15	59,090 71	
106,738 19	42,064 10	10,515 10	28,680 90	343,290 52	537,876 81	214,481 73	
83,863 85	17,543 71		14,639 36	85,629 14	161,176 06	50,242 53	
38,373 66	13,954 03		33,476 20	155,066 21	260,870 06	114,555 99	
38,373 51	12,094 85		15,283 26	143,475 34	208,911 96	69,368 19	
2,785 55	41,637 42		39,946 77	201,028 19	365,298 23	82,670 03	
173,155 15	5,101 11		6,654 28	203,785 13	234,314 27	189,445 40	
50,463 37	171,252 67	94,999 54	137,138 02	784,569 32	1,558,423 73	121,749 65	
212,179 19	26,305 98	23,122 26	45,659 86	471,880 87	849,147 99	139,931 17	
212,121 66	90,456 60	15,754 15	81,039 12	343,705 61	746,077 30	143,573 83	
412,522 60	258,346 57	107,759 33	260,703 20	701,956 38	1,741,288 08		82,263 98
179,560 34	49,569 36	20,379 17	46,344 39	269,282 64	564,135 90	53,035 97	
22,122 43	55,141 33		109,803 41	383,956 13	771,787 30	176,719 12	
120,124 36	112,812 19	59,801 45	117,786 78	540,358 40	1,000,954 68	213,710 93	
100,034 43	46,427 82	25,053 15	37,636 52	252,361 24	461,513 06	114,002 32	
76,982 36	49,811 57	17,105 40	62,270 49	248,828 76	455,014 58	175,170 87	
54,000 00	22,865 71		26,771 14	255,644 44	359,621 52	182,690 77	
66,167 22	11,454 33		13,423 20	198,759 01	290,218 76	140,656 56	
34,196 10	11,976 11		5,482 08	334,666 46	366,329 75	302,790 58	
29,174 52	55,783 95	34,544 50	14,485 14	256,394 29	390,396 46	131,147 85	
24,666 42	36,596 81		12,342 52	632,383 10	765,969 11	515,713 26	
74,124 34	87,550 15	25,115 72	46,559 19	730,810 73	981,057 13	421,405 63	
18,375 57	8,211 42		1,218 12	84,733 38	112,538 49	55,840 45	
55,977 05	29,101 22		28,804 80	200,667 03	343,671 10	90,463 27	
20,246 39	29,347 81		36,787 86	290,063 71	451,499 76	183,343 14	
30,115 43	15,510 24		69,157 38	344,260 89	459,043 94	334,791 22	
29,222 01	10,346 45		537 72	128,539 76	159,645 96	115,504 62	
21,674 49	12,205 76		4,094 49	167,679 54	205,654 28	141,137 03	
11,533 72	7,251 04		1,323 64	372,580 48	394,908 88	355,861 63	
7,341 25	50,000 00			313,427 48	321,268 73	309,599 02	
6,476 23	668 50		446 00	161,203 94	169,195 26	153,496 28	
6,130 01	1,121 50		104 23	19,846 61	27,262 35	15,327 39	
2,205 48	215 00			65,459 00	68,269 48	61,249 60	
5,109 44	606 25		67 00	92,031 00	97,813 69	87,339 63	
9,171 36	2,748 75		471 15	9,666 00	22,557 26	6,145 41	
12,957 09	6,340 03		2 66	105,915 36	125,195 14	99,108 56	
257 00					257 00	58 13	
6,286 00	110,720 09	25,553 44	43,000 84		185,910 41	56,739 72	
114,671 59	3,259,793 62	1,385,695 76	2,084,196 00	12,589,438 43	24,434,065 40	5,712,509 31	2,840,345 32
							126,147 39
6,993 61	58,671 22			24,310 73	89,975 56	89,975 56	
121,665 20	3,318,464 84	1,385,963 76	2,084,196 00	12,613,749 16	24,524,040 96	5,802,484 87	2,714,197 93

For the above statement, viz:

Salaries and per diem of assistant superintendents of postal railway service	\$35,305 66
Excess of expenditures brought down	3,088,286 94
	5,430,684 86
Receipts on account of dead letters	7,299 00
Receipts on account of fines	18,616 63
Receipts on account of miscellaneous	10,359 09
Receipts on account of money-order business	443,397 63
Receipts of transportation accrued	208,246 57
Total excess of expenditures over receipts	4,742,765 94
	5,430,684 86

J. J. MARTIN, Auditor.

No. 3.—Statement exhibiting, quarterly, the expenditures of the Post-Office Department, their several heads, for the fiscal year ended June 30, 1872.

Expenditures.	Quarter ended September 30, 1871.	Quarter ended December 31, 1871.	Quarter ended March 31, 1872.	Quarter ended June 30, 1872.	Ag.
Compensation to postmasters..	\$1,271,976 38	\$1,281,469 50	\$1,282,453 21	\$1,285,766 11	\$5,121,665 19
Ship, steamboat, and way letters	3,536 71	1,390 83	936 20	1,147 32	7,011 06
Transportation of the mails...	3,566,130 84	3,920,602 64	3,963,860 71	4,097,226 34	15,487,820 53
Wrapping paper	7,384 68	.....	13,110 00	8,189 00	28,683 68
Office furniture	1,354 35	2,520 20	1,020 29	1,640 74	5,535 58
Advertising	27,162 34	9,461 12	8,551 02	7,937 85	53,112 33
Mail bags and catchers	36,345 57	73,855 19	44,731 66	36,241 58	191,183 99
Blank agents and assistants...	2,210 01	2,210 00	2,258 37	2,499 15	9,177 53
Mail locks, keys, and stamps...	6,052 23	4,239 59	10,452 17	7,425 08	28,169 07
Mail depredations and special agents.	32,058 18	33,271 99	31,389 70	35,056 60	131,776 57
Clerks for offices	679,071 92	684,633 82	698,156 77	723,391 12	2,785,253 63
Postage-stamps and stamped envelopes.	119,832 19	134,633 23	144,170 11	137,193 31	535,830 86
Compensation to letter-carriers	346,928 44	347,248 12	347,981 24	343,807 96	1,385,965 76
Miscellaneous	120,573 46	137,893 13	147,056 40	167,903 35	573,426 34
Miscellaneous account, British mails.	.....	68,000 53	.....	48,413 49	116,413 52
Miscellaneous account, Belgian mails.	1,783 13	.....	1,519 67	5,638 34	8,941 14
Miscellaneous account, North German Union mails.	57,662 74	.....	69,574 40	.....	127,237 14
Total	6,280,063 16	6,701,429 89	6,767,221 92	6,909,477 34	26,658,192 11

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARSH

No. 4.—Table exhibiting the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1872.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837	\$4,945,668 21		\$4,945,668 21	\$3,288,319 03
1838	4,238,733 46		4,238,733 46	4,430,662 21
1839	4,484,656 70		4,484,656 70	4,636,536 31
1840	4,543,521 92		4,543,521 92	4,718,235 64
1841	4,407,726 27		4,407,726 27	4,499,527 61
1842	4,546,849 65	\$482,657 00	4,546,849 65	5,674,751 80
1843	4,296,225 43		4,296,225 43	4,374,553 71
1844	4,237,287 83		4,237,287 83	4,296,512 70
1845	4,289,841 80		4,289,841 80	4,320,731 99
1846	3,487,199 35	750,000 00	4,237,199 35	4,076,036 91
1847	3,880,309 23	12,500 00	3,892,809 23	3,979,542 10
1848	4,555,211 10	125,000 00	4,680,211 10	4,326,850 27
1849	4,705,176 28		4,705,176 28	4,479,049 13
1850	5,499,984 86		5,499,984 86	5,212,953 43
1851	6,410,604 33		6,410,604 33	6,278,401 68
1852	5,184,526 84	1,741,444 44	6,925,971 28	7,108,459 04
1853	5,240,724 70	2,255,000 00	7,495,724 70	7,982,756 59
1854	6,255,866 22	2,736,748 96	8,992,615 18	8,577,424 12
1855	6,642,136 13	3,114,542 26	9,756,678 39	9,068,342 29
1856	6,920,821 66	3,748,851 50	10,669,673 22	10,405,286 36
1857	7,353,951 76	4,528,004 67	11,881,956 43	11,508,057 93
1858	7,486,792 86	4,679,270 71	12,166,063 57	12,722,470 01
1859	7,968,484 07	3,915,946 49	11,884,430 56	11,458,083 63
1860	8,518,067 40	11,154,167 54	19,672,234 94	19,170,609 99
1861	8,349,296 40	4,638,806 53	12,988,102 93	13,606,759 11
1862	8,299,820 00	2,598,953 71	10,898,774 61	11,125,364 13
1863	11,163,789 59	1,007,848 72	12,171,638 31	11,314,206 84
1864	12,432,233 78	749,980 00	13,182,213 78	12,644,786 20
1865	14,556,158 70	3,968 46	14,560,127 16	13,694,728 28
1866	14,386,986 21		14,386,986 21	15,352,079 30
1867	15,237,026 87	3,991,666 67	19,228,693 54	19,235,493 46
1868	16,292,600 80	5,696,525 00	21,989,125 80	22,730,296 65
1869	18,344,510 72	5,707,115 30	24,051,626 02	23,698,131 50
1870	19,772,220 63	4,032,140 85	23,794,361 50	23,998,837 63
1871	20,037,045 42	4,196,200 00	24,163,245 42	24,300,104 08
1872	21,915,426 37	4,993,750 00	26,909,176 37	26,658,192 31
	310,893,224 47	76,782,118 87	387,675,343 34	385,943,619 97

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1872, exhibiting the sums placed to the credit of postmasters and others, and charged to miscellaneous account.

Date.	To whom allowed.	For what object.	Amount.
1871.	3 Aug. Schild.....	Postmaster, Fredericksburg, Texas, for printing in 2d quarter, 1871.	\$5 50
	3 Thomas Blossom.....	Postmaster, Buffalo, N. Y., for repairing storm house in 1st quarter, 1871.	150 40
25	T. C. Phillips.....	Postmaster, Bay City, Mich., for fuel in 2d quarter, 1871....	12 50
N. 4	F. A. Eastman.....	Postmaster, Chicago, Ill., for printing, stationery, &c., in 3d quarter, 1871.	1,412 80
13	S. Holton.....	Late postmaster, Seneca Falls, N. Y., for light, fuel, and miscellaneous items in 3d and 4th quarters, 1870, and 1st quarter, 1872.	90 84
24	John Batchelder.....	Postmaster, Lynn, Mass., for fuel in 3d quarter, 1871.....	15 00
24	G. E. Paine.....	Postmaster, Painesville, Ohio, for fuel in 3d quarter, 1871 ..	7 50
24	James Hunter.....	Late postmaster, Saint Joseph, Mo., for gas-fixtures, rent, &c., in 3d quarter, 1870.	373 46
24	N. B. Stone.....	Postmaster, San Francisco, Cal., for miscellaneous items in 1st quarter, 1871.	293 92
24	R. J. Canan.....	Postmaster, Franklin, Pa., for rent in 1st quarter, 1871	100 00

No. 5.—Statement of miscellaneous payments made by the Department, &c.—Continued

Date.	To whom allowed.	For what object.
1872.		
Jan. 5	J. B. Campbell	Postmaster, Fort Scott, Kan., for fuel in 3d quarter, 1871
29	John Berry	Postmaster, Gardiner, Me., for rent in 3d quarter, 1871
Feb. 24	T. B. Rickey	Postmaster, Salem, Oregon, for rent in 3d quarter, 1871
Mar. 6	H. H. Hamlin	Postmaster, Augusta, Me., for a pair of trucks in 4th quarter, 1871.
14	Wallis Bull	Postmaster, West Meriden, Conn., for advertising mail arrangement in 4th quarter, 1871.
19	G. S. Merrill	Postmaster, Lawrence, Mass., for rent in 3d and 4th quarters, 1871.
May 3	W. B. Mason	Postmaster, Marietta, Ohio, for fuel in 3d and 4th quarters, 1871, and 1st quarter, 1872.
13	Mrs. M. F. Lowe	Postmaster, Xenia, Ohio, for light and fuel in 1st, 2d, and 4th quarters, 1869, 1st quarter, 1870, and 1st quarter, 1871.
22	D. Barwald	Postmaster, Americus, Ga., for light, fuel, and miscellaneous items in 4th quarter, 1871, and 1st quarter, 1872.
June 18	Thomas Kneil	Postmaster, Westfield, Mass., for light, fuel, and rent in 3d and 4th quarters, 1871.
18	C. J. Carr	Postmaster, Galesburgh, Ill., for light, fuel, and miscellaneous items in 4th quarter, 1871, and 1st quarter, 1872.
24	H. Bowen	Postmaster, Janesville, Wis., for light, fuel, and miscellaneous items in 3d and 4th quarters, 1871.
July 1	E. V. McMaken	Postmaster, Toledo, Ohio, for cleaning office in 1st quarter, 1872.
20	N. P. Trist	Postmaster, Alexandria, Va., for expenses incurred in attending suit of United States against John Taylor, surety for E. Cowan, late postmaster, Chatterton, Va.
Aug. 14	C. E. Brown	Late postmaster, Chillicothe, Ohio, for light, fuel, and rent in 3d and 4th quarters, 1871, and 1st quarter, 1872.
15	J. A. Wheeler	Postmaster, Kennebunkport, Me., for hire of a horse in 1st quarter, 1872.
15	E. A. Perrin	Postmaster, Pawtucket, R. I., for light in 1st quarter, 1872.
15	B. L. Wiwans	Postmaster, Covington, Ky., for light and miscellaneous items in 4th quarter, 1871, and 1st quarter, 1872.
24	P. W. Hall	Late postmaster, Calvert, Texas, for light and miscellaneous items in 3d quarter, 1871.
30	Horace Chapin	Late postmaster, Jacksonville, Ill., for rent in 3d quarter, 1872.
Sept. 14	R. A. White	Postmaster, Charlestown, Mass., for fuel in 3d and 4th quarters, 1871, and 1st and 2d quarters, 1872.
20	G. R. Smith	Late postmaster, Omaha, Neb., for light, fuel, and rent in 3d quarter, 1868, and 1st quarter, 1870.
21	B. D. Hopkins	Postmaster, Saint Albans, Vt., for fuel in 2d quarter, 1872.
30	G. F. Seward	United States consul-general, Shanghai, China, for light, fuel, rent, stationery, and labor.
30	C. O. Shepard	United States consul, Kanagawa, Japan, for light, fuel, rent, and stationery.
30	Lemuel Lyon	Late United States consul, Kanagawa, Japan, for light, fuel, rent, and stationery.

Amounts paid by the Department on warrants, and charged to miscellaneous accounts

1871.		
Oct. 5	G. F. Nesbitt	New York, N. Y., for envelopes furnished during 4th quarter, 1871.
7	G. H. Reay	New York, N. Y., for dead-letter envelopes furnished the Department in 4th quarter, 1871.
30	J. S. Botsford	United States district attorney, Mo., for fees in sundry cases.
30	G. D. Chenoweth	Washington, D. C., for expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer, for the month of October, 1871.
Nov. 4	F. H. Smith	New York, N. Y., for 5,000 pounds of hemp twine, furnished in October, 1871.
8	National Bank Note Company.	New York, N. Y., for blank drafts furnished the Department in November, 1871.
23	William Breedon	Clerk United States district court, Santa Fé, New Mexico, for fee in one case.
23	James McPherson	Clerk United States district court, Savannah, Ga., for fees in sundry cases.
23	Adam Peabody	Clerk United States district court, Jefferson City, Mo., for fees in two cases.
23	G. W. Wells	United States district attorney, Miss., for fees in six cases.
27	D. McClelland	Washington, D. C., for engraving copper plates, and printing from copper sheets, of post-route maps.
28	G. D. Chenoweth	Washington, D. C., for expenses incurred in the preparation and publication of post-route maps, including the salaries of the assistants to the topographer for the month of November, 1871.

No. 5.—Amounts paid by the Department on warrants, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1871. Dec. 7	Archibald Sterling	United States district attorney, Baltimore, Md., for fee in one case.	\$20 00
18	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for the month of December, 1871.	1,327 09
19	Dominick Urban	Late clerk United States circuit court, New Orleans, La., for fees in six cases.	117 80
20	G. M. Southworth	Special agent Post Office Department, Jackson, Miss., for amount to reimburse him for advances to pay J. M. Brummel, attorney at law, for services in one case.	25 00
1872. Jan. 4	Morgan Envelope Company	Springfield, Mass., for 509,600 registered - package envelopes furnished the Department in January, 1872.	5,223 40
6	G. H. Keay	New York, N. Y., for dead-letter envelopes furnished in January, 1872.	673 73
6	G. F. Nesbitt	New York, N. Y., for official envelopes furnished the Department in January, 1872.	6,674 06
10	Gould, Pearce & Co.	Cincinnati, O., for 10,000 pounds of cotton twine furnished January 5, 1872.	2,690 00
15	D. J. Baldwin	United States district attorney, Galveston, Texas, for fees in five cases.	85 00
27	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of the topographer's assistants for the month of January, 1872.	1,092 68
Feb. 1	J. R. Beckwith	United States district attorney, New Orleans, La., for fee in one case.	20 00
9	F. H. Smith	New York, N. Y., for 5,000 pounds of hemp twine furnished in December, 1871.	936 50
21	Fairbanks & Company	New York, N. Y., for 600 letter-balances furnished the Department in December, 1871.	1,115 00
27	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for the month of February, 1872.	1,189 80
Mar. 1	W. H. Smythe	United States marshal, Savannah, Ga., for fees in three cases.	138 00
11	National Bank Note Company	New York, N. Y., for 5,000 impressions of blank drafts, and 2,500 impressions of blank warrants, and numbering and binding the same.	904 75
14	P. H. Morgan	Late United States district attorney, New Orleans, La., for fees in two cases.	20 00
14	Levi Jones	Clerk United States courts, Galveston, Texas, for fees in sundry cases.	68 70
14	Theo. Muffy	Clerk United States district court, Virginia City, Mont., for fees in sundry cases.	43 10
14	W. J. Points	Clerk United States circuit court, Harrisonburgh, Va., for fee in one case.	9 75
15	G. R. Hill	Clerk United States district court, Oxford, Miss., for fees in sundry cases.	72 71
27	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for March, 1872.	1,171 03
28	E. P. Jacobson	United States district attorney, Mississippi, for fees in three cases.	60 00
April 5	G. H. Reay	New York, N. Y., for 300,000 dead-letter envelopes furnished in 1st quarter, 1872.	534 00
9	G. F. Nesbitt	New York, N. Y., for official envelopes furnished in 1st quarter, 1872.	8,631 73
13	J. S. Botsford	United States district attorney, Jefferson City, Mo., for fee in one case.	20 00
22	W. D. Doughton	Philadelphia, Pa., for 5,000 pounds hemp twine furnished in 1st quarter, 1872.	824 00
27	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for the month of April, 1872.	1,130 28
27	J. H. Pierce	United States marshal, Oxford, Miss., for fees in sundry cases.	301 09
May 3	J. J. Byree	Late United States marshal, eastern district of Texas, for fees in sundry cases.	96 00
3	K. M. Daggett	Clerk United States district court, Nevada City, Nev., for fee in two cases.	16 70
14	National Bank Note Company	New York, N. Y., for blank drafts furnished the Department in May, 1872.	577 50
21	Wells & Wilbur	Boston, Mass., for 10,000 pounds of cotton twine furnished in April, 1872.	2,926 00
25	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for May, 1872.	1,370 46

No. 5.—*Amounts paid by the Department on warrants, &c.*—Continued.

Date.	To whom allowed.	For what object.	Am.
1872.			
June 4	Wells & Wilbur	Boston, Mass., for 10,000 pounds cotton twine furnished in May, 1872.	\$2
4	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds hemp twine furnished in May, 1872.	1
15	T. P. Robb	Washington, D. C., for services rendered in collecting \$18,450.31 of A. L. Harris, formerly special agent Post-Office Department.	1
18	D. T. Corbin	United States district attorney, Charleston, S. C., for fees in two cases.	1
18	E. P. Jacobson	United States district attorney, Jackson, Miss., for fees in six cases.	1
22	D. T. Corbin	United States district attorney, Charleston, S. C., for fees in four cases.	1
26	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for the month of June, 1872.	2
26	D. McClelland	Washington, D. C., for engraving copper-plates, and printing, from copper, sheets of post-route maps.	6
July 6	G. F. Nesbitt	New York, N. Y., for official envelopes furnished in 2d quarter, 1872.	1
13	S. B. Packard	United States marshal, La., for fees in nine cases.	1
17	Adam Peabody	Late clerk United States circuit court, Mo., for fees in one case.	1
17	J. R. Beckwith	United States district attorney, New Orleans, La., for fees in four cases.	1
17	G. H. Reay	New York, N. Y., for dead-letter envelopes furnished in 2d quarter, 1872.	1
17	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds hemp twine furnished in 3d quarter, 1872.	1
23	W. J. Points	Clerk United States circuit court, Harrisonburgh, Va., for fee in one case.	1
31	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for July, 1872.	2
Aug. 8	Wells & Wilbur	Boston, Mass., for 10,000 pounds cotton twine furnished in 3d quarter, 1872.	2
13	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds hemp twine furnished in the 3d quarter, 1872.	1
13	L. D. Latimer	United States attorney for Cal., for fee in one case.	1
13	John Blivens	Late United States marshal, northern district Miss., for fees in sundry cases.	1
20	William Breeden	Clerk United States district court, Santa Fé, New Mexico, for fees in two cases.	1
28	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for the month of August, 1872.	1
31	L. S. B. Sawyer	Clerk United States circuit court, San Francisco, Cal., for fees in sundry cases.	1
Sept. 4	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds of hemp twine furnished the Department in the 3d quarter, 1872.	1
12	G. D. Chenoweth	Washington, D. C., for advances to pay salaries of assistants to the topographer for the half month ended September 15, 1872.	1
20	Fairbanks & Co.	New York, N. Y., for letter-balances and repairing for the Department in 2d quarter, 1872.	1
20	C. T. Garland	United States attorney for Western Texas, for fees in five cases.	1
20	G. T. Swann	Clerk United States courts Jackson, Miss., for fees in sundry cases.	1
25	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of the assistants to the topographer for the half month ended September 30, 1872.	1

No. 5.—Amounts paid by the Department on drafts and charged to miscellaneous account.

Date.	To whom allowed.	For what object.	Amount.
1871.			
Nov. 1	J. A. Jones	Clerk United States circuit court, Springfield, Ill., for fee in one case.	\$8 85
9	J. S. Elwell	Special agent Post-Office Department, for amount to reimburse him for cash paid for digging out safes from the ruins at Chicago, Ill.	24 00
16	Gould, Pearce & Co	Cincinnati, Ohio, for 10,000 pounds of cotton-twine furnished in 4th quarter, 1871.	2,690 00
24	J. D. Pope	United States district attorney, Atlanta, Ga., for fees in five cases.	100 00
24	W. B. Smith	Clerk United States district court, Atlanta, Ga., for fees in two cases.	22 35
Dec. 5	The Morgan Envelope Company.	Springfield, Mass., for envelopes furnished the Department in the 4th quarter, 1871.	7,650 39
7	S. T. Carrow	United States marshal, Raleigh, N. C., for fees in sundry cases.	107 40
7	E. R. Campbell	Clerk United States court, Nashville, Tenn., for fees in sundry cases.	87 85
21	A. Hickenlooper	Late United States marshal, Cincinnati, Ohio, for fees in three cases.	34 30
1872.			
Jan. 15	H. H. Wells	United States district attorney, Richmond, Va., for fees in five cases.	105 00
15	R. McP. Smith	United States district attorney, Nashville, Tenn., for fee in one case.	20 00
15	J. H. Standish	United States district attorney, Grand Rapids, Mich., for fee in one case.	5 00
15	J. D. Pope	United States district attorney, Atlanta, Ga., for fees in two cases.	67 50
15	L. P. Waldo	Clerk United States district court, Hartford, Conn., for fee in one case.	3 73
17	J. D. Pope	United States district attorney, Atlanta, Ga., for fee in one case.	5 00
19	A. H. Horton	United States district attorney, Atchison, Kans., for fees in three cases.	60 00
24	A. B. Maynard	United States district attorney for services in the case of The United States vs. Frederick Carlisle.	500 00
Feb. 9	H. E. Hudson	United States Attorney, West Tenn., for fees in two cases.	40 00
13	D. B. Parker	United States marshal, Richmond, Va., for fees in two cases.	45 32
13	F. H. Smith	New York, N. Y., for 6,500 pounds hemp twine furnished the Department in 1st quarter, 1872.	1,217 45
21	Gould, Pearce & Co ..	Cincinnati, Ohio, for 9,937 pounds cotton twine furnished in 1st quarter, 1872.	2,673 03
24	J. H. Huckleberry ..	United States district attorney, Fort Smith, Ark., for fees in two cases.	40 00
29	M. F. Pleasants	Clerk United States circuit court, Richmond, Va., for fees in sundry cases.	114 00
April 13	W. A. Merriwether ..	Clerk United States court, Louisville, Ky., for fee in one case.	20 65
13	J. O. Churchill	Clerk United States district court, Little Rock, Ark., for fees in two cases.	11 20
June 22	G. W. Wells	United States district attorney, Holly Springs, Miss., for fees in two cases.	40 00
July 1	Wells & Wilbur	Boston, Mass., for 10,000 pounds cotton twine furnished the Department in the 3d quarter, 1872.	2,986 00
3	D. J. Baldwin	United States district attorney, Galveston, Tex., for fee in one case.	20 00
16	M. F. Pleasants	Clerk United States circuit court, Richmond, Va., for fees in sundry cases.	34 22
18	J. C. Mills	United States marshal, Little Rock, Ark., for fees in two cases.	64 00
23	Levi Jones	Late clerk United States circuit court, Galveston, Tex., for fees in sundry cases.	80 06
25	M. P. Filmore	Clerk United States court, Buffalo, N. Y., for fees in sundry cases.	5 00
25	J. H. Pierce	United States marshal, Oxford, Miss., for fees in sundry cases.	116 18
Aug. 1	William Alexander ..	Late United States attorney, Austin, Tex., for fees in two cases.	40 00
7	G. R. Hill	Clerk United States district court, Oxford, Miss., for fees in sundry cases.	23 54
14	William Spence	United States marshal, Nashville, Tenn., for fee in one case.	14 50
14	R. Hastings	United States marshal, Cleveland, Ohio, for fee in one case.	13 90
27	The Morgan Envelope Company.	Springfield, Mass., for registered-package envelopes furnished the Department in the 4th quarter, 1871.	3,125 23
30	James Henry	United States marshal, Grand Rapids, Mich., for fees in sundry cases.	45 80
31	T. M. Brown	United States district attorney, Indianapolis, Ind., for fees in two cases.	40 00

No. 5.—Amounts paid by the Department on drafts, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1872.			
Aug. 30	D. H. Starbuck	United States district attorney, Salem, N. C., for fees in two cases.	
30	G. W. Wells.	United States district attorney, Holly Springs, Miss., for fees in three cases.	
Sept. 19	W. A. E. Tisdale	Clerk United States district court, Ark., for fee in one case	
25	Wells & Wilbur	Boston, Mass., for 10,000 pounds of cotton twine furnished in the 3d quarter, 1872.	2

Amount allowed to the postmasters at the principal offices of the United States for incidental expenses of such offices, actually and necessarily incurred, such as rent, fuel, stationery, lights, office, repairs, printing, gas-fixtures, &c.

Third quarter, 1871	\$89
Fourth quarter, 1871	110
First quarter, 1872	117
Second quarter, 1872	137
Total	453
Total miscellaneous payments	\$573

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 6. Statement showing the transactions of the money-order office of the United States for the fiscal year ended June 30, 1872.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue. Total fees received.	Premiums.	Drafts and deposits received.	Balance due postmasters.	Transferred from postage fund.	Transferred from Swiss fund.	Transferred from British fund.
Alabama	35,816	\$13,243 18	\$74,576 73	\$5,050 45	\$191 81	\$229,798 00		\$1,075 37	\$204 00	\$3,817 00
Arizona Territory	2,489	4,466 19	100,869 95	533 10						1,280 75
Arkansas	26,571	20,603 93	825,212 20	4,924 10		381,868 00		945 62		2,120 50
California	45,994	13,465 00	1,267,443 20	7,681 75		1,044,817 30	\$11 89	2,870 04	1,401 60	56,151 35
Colorado Territory	13,222	4,845 36	3,906,329 69	1,975 55		55,140 33	17 51	227 00	80 50	9,591 48
Connecticut	46,063	7,105 74	794,204 87	5,967 00	7 01	374,161 79	9 37	16,366 40	776 81	27,774 25
Dakota Territory	1,663	776 38	34,777 55	250 75		280 00	4 68	126 00		25 25
Delaware	7,491	1,067 59	120,211 72	969 90		3,875 00	6 28	2,712 00	74 00	1,646 40
District of Columbia	90,331	7,739 41	427,057 61	2,792 30		941,179 80		276 35	3,792 00	5,877 00
Florida	20,598	22,794 51	604,845 95	3,540 15		130,925 00				2,962 52
Georgia	37,967	45,556 89	743,062 21	5,213 40	9 00	731,942 00	76 51	3,084 30		5,343 54
Idaho Territory	3,779	8,892 20	120,444 99	728 20					117 00	779 75
Illinois	28,675	58,563 51	4,734,145 61	36,580 80		4,213,413 70	181 45	51,252 55	1,904 67	61,070 56
Indiana	146,270	37,170 25	2,580,970 05	19,930 50		907,754 70	134 04	21,226 87	1,841 95	4,420 69
Iowa	156,401	45,335 48	2,626,307 35	20,153 58		873,686 74	10 67	23,871 74	2,434 36	6,418 91
Kansas	60,387	92,292 92	1,156,736 21	8,280 70		543,679 60	237 38	17,740 47	242 60	2,202 22
Kentucky	52,614	14,751 09	910,982 26	6,908 65		509,968 00	30 00	21,020 06	567 50	4,352 37
Louisiana	26,610	32,693 78	687,236 20	4,214 80		1,034,229 57		483 72	946 53	8,346 97
Maine	40,115	9,200 96	857,769 05	5,720 55		1,453,687 00	851 09	13,811 89		27,633 91
Maryland	34,004	9,720 63	646,924 60	4,614 15		882,367 00	10 56	4,770 59	2,037 00	7,282 84
Massachusetts	91,454	21,661 30	1,862,473 86	12,450 60		1,252,307 85	247 84	42,168 75	1,474 13	73,914 04
Michigan	133,012	46,972 22	2,319,375 18	17,257 10		1,242,736 44	159 85	32,609 94	311 18	16,054 89
Minnesota	57,323	15,475 82	1,023,009 63	7,506 00		413,351 00	76 16	10,548 22	271 00	2,360 81
Mississippi	36,996	9,129 34	741,220 14	5,217 80				578 95	75 35	978 91
Missouri	113,326	29,148 54	2,008,820 17	15,241 00	5 92	2,150,349 17	71 55	24,633 22	2,418 63	13,831 62
Montana Territory	5,523	157,578 62	157,578 62	946 15		706,996 50	47 89	5,893 09	30 00	2,122 63
Nebraska	26,941	11,145 81	553,778 69	3,794 75		312 00			803 00	1,890 50
Nevada	6,750	2,749 39	504,604 47	1,158 18		72,250 00	151 85	11,023 00	15 00	6,512 32
New Hampshire	97,896	3,752 08	684,219 55	3,675 85		66,550 00	135 87	21,663 00	1,948 00	7,330 30
New Jersey	35,045	5,977 16	684,219 55	4,743 35				329 27		36,923 19
New Mexico Territory	186,174	208,204 46	3,213,090 03	117 00		12,117,307 00	383 78	87,645 03	60,860 58	113,710 71
New York	32,659	31,720 08	608,287 40	24,085 00		88,229 30	18 75	5,577 00	87 00	577 00
North Carolina	204,896	34,664 51	3,588,627 86	4,687 50		2,602,130 14	944 49	48,700 84	2,813 88	40,634 68
Oregon	13,536	21,764 87	3,588,627 86	2,165 00		235,036 00		2,950 59	32 00	2,763 80
Pennsylvania	135,691	32,711 00	2,612,625 50	20,400 50		1,278,419 52	379 12	60,725 42	844 00	67,050 40
Rhode Island	13,923	663 56	428,620 54	1,404 40		87,047 00		3,510 00	189 10	19,613 35
South Carolina	21,340	9,510 53	222,639 81	2,891 45		291,071 90		618 37		687 00
Tennessee	50,635	17,671 92	1,213,367 89	8,367 78		1,174,709 67	55 04	3,262 90	2,505 05	5,084 00
Texas	31,429	34,115 29	835,410 37	5,174 15		2,500 00		5,138 07	2,892 25	5,601 44

No. 6.—Statement showing the transactions of the money-order office, &c.—Continued.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenues.		Drafts and deposits received.	Balance due postmasters.	Transferred from postage fund.	Transferred from Swiss fund.	Transferred from British fund.
				Total fees received.	Premiums.					
Utah Territory	4,732	\$3,187 00	\$141,293 96	\$823 85		\$600 00		\$375 00	\$363 00	\$4,333 00
Vermont	27,534	5,419 27	449,350 63	3,624 65		38,450 00	\$68 25	7,913 90	43 00	4,447 90
Virginia	45,019	14,198 02	932,901 15	6,406 55		1,064,957 00	16 46	9,423 40	357 99	3,224 75
Washington Territory	4,929	2,047 09	154,010 84	900 62		6,260 00		2,300 00		1,835 00
West Virginia	20,523	3,465 28	358,713 56	2,700 75		47,225 00	50 02	866 68	14 00	2,360 22
Wisconsin	141,878	31,425 58	2,668,705 32	19,075 95		1,740,317 00	123 87	7,183 59	1,463 33	10,069 00
Wyoming Territory	2,753	435 64	67,634 42	486 15						129 45
Total	2,572,349	970,978 98	48,515,332 72	350,285 66	\$213 74	40,810,475 97	4,596 22	581,977 30	94,141 59	657,028 06

States and Territories.	Number of orders paid.	Amount of orders paid.	Amount of orders re-paid.	Transferred to postage fund.	Transferred to Swiss fund.	Transferred to British fund.	Deposited.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
Alabama	13,183	\$306,692 89	\$7,094 65	\$668 37	\$353 00	\$204 69	\$666,051 33	\$526 10	\$2,486 98	\$18,018 33	
Arizona Territory		7,250 96	849 13			4 00	89,771 00		2,195 85	8,995 75	
Arkansas	8,342	256,576 96	6,762 76	51,180 85		119 54	695,437 15	1,217 15	2,261 56	31,187 38	
California	22,125	751,787 41	10,173 97		576 95	392 71	5,774,993 00	149 89	7,752 93	14,087 30	\$18 46
Colorado Territory	5,294	148,572 39	2,368 15	200 00	4 73	50 00	224,772 53	115 83	832 64	11,271 63	
Connecticut	43,492	754,849 58	5,468 41	750 00		715 85	454,000 64	59 00	3,686 53	6,891 95	25 58
Dakota Territory	4,477	12,005 19	184 17			21 00	27,259 74		113 56	1,578 37	
Delaware	4,385	87,060 30	856 26	378 22		132 00	40,368 00	5 63	3,625 36	12,962 58	5 23
District of Columbia	22,721	448,561 98	2,406 26			93 00	919,750 00	1,099 94	1,603 28	15,032 63	16 76
Florida	5,914	169,358 78	4,321 70	19 48		64 00	568,813 98	103 87	2,407 87	46,455 15	9 54
Georgia	25,742	553,117 70	5,854 09	218 00	54 48	280 99	925,704 43	55 00	2,407 87	46,455 15	9 54
Idaho Territory	460	17,371 77	890 27			55 54	114,935 00	371 44	286 12	6,051 96	
Illinois	316,152	5,365,138 40	37,325 42	4,708 42		5,466 54	9,122 05	3,891 04	20,746 28	106,370 20	134 00
Indiana	82,369	1,583,474 43	17,827 19	8,122 65	227 35	1,414 83	931,999 28	430 74	9,447 28	34,146 17	89 13
Iowa	92,938	1,977,746 96	21,292 67	3,417 57	978 96	3,014 25	1,527,507 00	119 50	11,408 57	34,643 59	109 34
Kansas	39,616	1,066,692 53	9,003 84		370 36	3,531 14	706,533 49	76 90	5,331 97	19,536 87	135 00
Kentucky	44,791	926,776 79	6,624 29	12,565 00	16 00	3,853 87	900,292 92	95 60	3,749 17	11,651 92	12 03
Louisiana	24,720	716,143 16	5,651 52		264 00	130 32	909,282 92	10 00	3,519 41	42,865 77	14 07
Maine	44,367	844,313 96	4,172 97	550 67		653 72	511,635 00	99 24	3,656 67	9,133 56	454 99
Maryland	52,790	1,275,149 06	3,665 10	130 00		181 58	284,390 00	2,377 15	4,364 55	7,602 18	16 53

Missouri Territory	140,000	5,155,156 54	17,014 40	1,550 55	4,000 20	1,004 70	1,144,000 40	305,354	11,552 43	25,152 05	149 99
Nebraska	51,415	4,06,017 34	3,774 30	315 00	731 75	906 30	852,736 00	434 75	2,535 77	15,144 73	1 35
Nevada	1,155	42,860 30	015 35			163 01	194,832 00	37 75	2,436 60	3,361 03	
New Hampshire	20,415	307,831 11	2,550 30	1,954 00		911 00	905,016 50	20 30	2,210 42	5,536 52	327 09
New Jersey	30,329	540,744 32	5,385 92		108 21	805 76		113 85	2,868 51	7,874 45	183 61
New Mexico Territory	104		706 30						47 25	7,700 30	
New York	516,621	7,720,746 40	32,035 99	414,111 70	50,756 56	478,084 61	6,806,625 94	2,210 65	28,780 90	220,463 63	351 02
North Carolina	11,377	245,979 01	5,224 61	6,101 22	53 84	695 02	534,439 61	91 60	2,170 87	10,850 34	
Ohio	256,755	4,378,957 35	27,151 46	6,755 96	1,432 00	1,853 56	1,870,987 88	103 91	15,324 23	43,307 81	458 34
Oregon	4,667	161,130 85	2,943 97		25 00	55 00	419,221 03	2 05	996 13	20,227 43	
Pennsylvania	194,870	3,168,330 39	22,977 69	4,186 99	868 50	2,764 84	1,378,257 13	1,122 91	13,475 15	32,879 33	152 13
Rhode Island	9,170	206,224 55	2,020 99		109 50	18 00	167,715 01	10 00	995 14	9,119 89	9 18
South Carolina	10,047	279,954 73	2,124 40	30 00		50 01	436,758 90	16 50	1,895 61	6,773 24	58 19
Tennessee	42,977	933,193 82	6,530 94	9,368 00	713 00	186 47	1,441,928 08	1,107 96	1,895 21	34,048 30	32 17
Texas	1,899	256,136 14	6,145 97		218 00	389 79	597,575 68	2,450 02	1,915 83	21,971 74	
Utah Territory	1,899	61,135 06	753 81		1 00	47 39	84,202 52		427 42	4,548 43	
Virginia	17,872	346,013 84	2,640 34	245 26	126 00	126 12	212,456 77	3 75	2,074 09	6,000 30	2 45
Washington Territory	33,332	796,103 14	5,769 74			1,305 91	1,207,815 00	73 53	3,740 41	18,422 89	4 41
West Virginia	9,142	174,772 07	2,309 23	36 68	31 79	124 24	96,269 00	8 25	1,231 05	3,799 75	
Wisconsin	104,567	2,207,278 92	22,041 30	383 42	997 50	2,340 96	2,212,400 00	179 14	10,007 96	5,506 78	549 08
Wyoming Territory	14,465	14,021 88	419 85			2,340 96	53,330 00		1,007 96	41,949 82	75 51
Total	2,568,350	48,042,405 88	377,230 09	524,195 30	60,500 95	514,240 19	41,120,100 71	19,965 64	224,225 99	1,098,535 62	3,490 77

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 7.—*Statement of receipts and disbursements of the money-order office for the fiscal year ended June 30, 1872.*

RECEIPTS.

Balance in hands of postmasters June 30, 1871	\$970
Amount received for money-orders issued	48, 515
Amount received for fees	350
Amount received for premiums, &c	
Amount received for deposits and drafts	40, 810
Amount due postmasters	4
Amount transferred from postage fund	581
Amount transferred from Swiss fund	94
Amount transferred from British fund	657
Total	91, 985

DISBURSEMENTS.

Amount of money-orders paid	\$48, 042
Amount of money-orders repaid	377
Amount transferred to postage fund	524
Amount transferred to Swiss fund	60
Amount transferred to British fund	514
Amount deposited at first-class offices	41, 120
Amount paid for incidental expenses	19
Amount paid for clerks and commissions	224
Miscellaneous items	3
Balance in hands of postmasters June 30, 1872	1, 098
Total	91, 985

J. J. MARTIN,
Aud.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 8.—*Statement of revenue accrued to the money-order office for the fiscal year ended June 30, 1872.*

Total amount of fees received	\$350
Total amount of premiums	
Total	350
Commissions and clerk-hire allowed	\$224
Lost remittances allowed	3
Incidental expenses allowed	16
Net revenue	105
Total	350

J. J. MARTIN,
Aud.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 10. Statement of receipts and disbursements of the money-order office with the United Kingdom of Great Britain and Ireland, from October 1, 1871, to June 30, 1872.

States and Territories.	Number of orders issued.	Amount of orders issued.	Revenue, total.	Balance due postmasters.	Transferred from domestic money-order fund.	Number of orders paid.	Amount of orders paid.	Amount repaid.	Transferred to domestic money-order funds.	Amount paid to the Kingdom of Great Britain and Ireland.	Amount paid for exchange.	Commissions and clerk-hire.	Balance in hands of postmasters.
Alabama	186	\$3,746 03	\$102 00	\$0 20	\$264 69	12	\$293 16	.....	\$3,817 00	.....	.....	\$1 17	\$2 18
Arizona Territory	29	1,382 50	31 75	.....	8 00	1	8 00	.....	1,260 75	.....	.....	3 17	25 25
Arkansas	66	2,179 65	59 95	.....	119 54	10	173 44	.....	2,130 50	.....	.....	5 34	49 66
California	1,962	97,004 35	790 00	2 34	392 74	84	1,539 45	\$38 95	96,151 35	.....	.....	31 16	493 27
Colorado Territory	1,363	9,913 30	717 50	7 41	50 00	30	3,562 33	.....	8,561 48	.....	.....	14 51	73 89
Connecticut	1,671	28,562 12	878 50	4 68	125 85	185	2,090 77	111 05	27,774 23	.....	.....	39 17	166 11
Dakota Territory	2	25 00	75 75	.....	81 00	1	26 61	5 00	25 25	.....	.....	12 12	49 77
Delaware	110	1,883 04	58 75	3 09	139 00	17	401 17	21 60	1,648 40	.....	.....	5 70	.....
District of Columbia	323	6,144 73	185 50	.....	83 00	28	515 24	30 00	5,677 00	.....	.....	7 43	24 83
Florida	97	2,915 10	78 25	86	64 00	2	63 98	.....	2,962 52	.....	.....	9 06	5 20
Georgia	243	5,496 50	153 07	46	230 99	30	532 13	.....	5,343 54	.....	.....	2 36	.....
Idaho Territory	25	236 69	22 75	1 29	55 54	5	134 16	.....	779 75	.....	.....	.....	.....
Illinois	3,469	72,059 03	\$114 00	6 58	5,468 54	864	17,667 14	59 96	61,000 56	.....	.....	52 14	866 35
Indiana	416	7,719 30	220 25	5 80	1,414 83	96	2,063 18	28 00	6,418 91	.....	.....	11 52	329 57
Iowa	492	7,719 30	220 25	5 80	3,014 25	108	4,243 67	52 25	2,902 22	.....	\$5 00	30 54	520 23
Kansas	180	3,730 79	108 00	1 43	3,531 14	224	5,069 75	.....	4,352 37	.....	.....	20 16	79 22
Kentucky	231	4,667 66	139 50	1 55	383 87	42	838 16	.....	4,336 97	.....	.....	6 52	55 86
Louisiana	335	8,992 62	248 00	.....	130 32	47	944 34	12 00	8,346 97	.....	.....	1 77	.....
Maine	801	27,434 41	719 00	35 50	653 72	51	1,915 92	.....	97,653 91	.....	.....	62 84	210 05
Maryland	465	8,186 64	253 50	5 92	181 58	73	1,286 94	57 13	7,232 84	.....	.....	8 10	38 43
Massachusetts	4,459	80,030 32	482 00	5 52	1,515 87	509	9,445 92	155 11	73,914 04	.....	32 95	310 84	174 85
Michigan	8,689	18,296 35	532 75	7 59	1,322 77	179	3,731 10	77 00	16,054 89	.....	.....	31 63	594 44
Minnesota	133	9,529 77	74 50	1 94	1,312 88	58	1,366 85	27 00	2,360 81	.....	.....	4 42	139 31
Mississippi	64	1,410 35	40 10	1 30	574 40	31	651 31	25 00	978 91	.....	.....	4 08	366 75
Missouri	821	17,228 46	496 75	1 85	1,621 70	224	5,173 87	.....	13,831 63	.....	.....	13 62	359 63
Montana Territory	58	9,080 25	54 25	.....	59 73	1	29 73	.....	2,132 63	.....	.....	95 95	.....
Nebraska	126	2,602 45	76 75	15	968 39	74	1,605 62	25 00	1,899 50	.....	.....	7 97	109 65
Nevada	213	6,435 92	183 00	.....	143 00	3	56 03	140 00	6,512 32	.....	.....	5 26	49 17
New Hampshire	408	7,512 60	370 25	1 14	211 00	22	413 95	21 60	7,330 39	.....	.....	19 60	169 29
New Jersey	2,450	40,191 99	1,270 25	94 76	885 76	972	5,075 45	186 46	36,923 19	.....	.....	83 10	104 56
New York	8,303	152,624 79	4,730 25	2 93	478,684 61	9,236	37,410 83	700 83	113,710 71	\$427,277 49	48,625 91	7,619 11	637 67
North Carolina	30	567 70	17 00	.....	695 02	29	639 03	60 00	577 00	.....	.....	3 08	1 15
Ohio	2,945	43,474 67	1,398 50	4 49	1,833 56	286	5,605 34	61 75	40,638 68	.....	.....	41 38	274 07
Oregon	102	2,834 10	78 50	.....	1,35 00	8	153 33	.....	2,763 80	.....	.....	2 67	47 80
Pennsylvania	4,612	77,018 31	2,373 35	13 85	2,784 84	740	14,989 09	185 75	67,050 40	.....	1 50	98 29	546 32
Rhode Island	1,108	10,613 36	606 50	5 30	9 16 00	60	1,160 35	48 92	19,013 35	.....	.....	20 03	51 80
South Carolina	1,58	689 50	22 50	1 28	50 01	7	135 51	.....	687 00	.....	.....	2 08	.....

No. 9.—Statement of receipts and disbursements of the money-order offices with the United Kingdom of Great Britain and Ireland, &c.—Continued.

States and Territories.	Number of or- ders issued.	Amount of or- ders issued.	Revenue, total.	Balance due postmasters.	Transferred from domestic money- order fund.	Number of or- ders paid.	Amount of or- ders paid.	Amount of or- ders repaid.	Transferred to domestic money- order funds.	Amount paid to the kingdom of Great Britain and Ireland.	Amount paid for exchange.	Commissions and clerk-fre.	Balance in hands of postmasters.
Tennessee.....	978	\$5,475 15	\$163 25	.....	\$186 47	25	\$641 87	\$30 00	\$5,088 00	.....	.....	\$3 74	\$61 36
Texas.....	224	5,700 85	160 50	\$1 13	398 79	32	600 52	55 00	5,601 44	.....	.....	2 69	1 62
Utah Territory.....	307	5,391 38	163 50	.....	47 59	56	1,187 77	.....	4,353 00	.....	.....	16 43	65 27
Vermont.....	180	4,507 87	123 50	1 08	196 12	13	1,149 42	30 00	4,417 90	.....	.....	11 55	145 70
Virginia.....	185	3,788 40	109 00	41	1,305 91	88	1,941 21	30 00	3,924 75	.....	.....	5 58	2 18
Washington Territory.....	46	1,908 76	46 50	90	.....	5	117 76	.....	1,835 00	.....	.....	5 04	3 36
West Virginia.....	123	2,322 88	63 50	1 09	124 24	9	150 88	.....	2,360 28	.....	.....	3 06	2 55
Wisconsin.....	515	10,973 73	318 50	2 81	2,340 96	133	2,633 48	127 10	10,669 80	.....	.....	16 87	188 75
Wyoming Territory.....	7	198 75	3 75	.....	.....	.....	.....	.....	129 45	.....	.....	32	73
Total.....	38,713	747,426 08	22,466 85	152 04	514,240 19	7,036	133,810 83	2,402 46	657,093 06	\$427,277 49	\$48,665 36	8,628 71	6,474 25

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 10.—*Statement of receipts and disbursements of the money-order office with the United Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1872.*

RECEIPTS.

Amount of orders issued	\$747, 426 08
Amount of fees received	22, 466 85
Balances due postmasters	152 04
Amount transferred from domestic money-order fund	514, 240 19
Total	1, 284, 285 16

DISBURSEMENTS.

Amount of orders paid	\$133, 810 83
Amount of orders repaid	2, 402 46
Amount transferred to domestic money-order fund	657, 028 06
Amount paid United Kingdom	474, 737 70
Amount paid for incidental expenses	1, 205 15
Amount paid for commissions and clerk-hire	8, 626 71
Balance in hands of postmasters June 30, 1872	6, 474 25
Total	1, 284, 285 16

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

NOTE.—The revenue statement which should accompany the above cannot be supplied, in consequence of the failure of the London office to reply to our letters of August 23 and September 19 last.

No. 11.—Statement of receipts and disbursements of the money-order offices with Switzerland for the fiscal year ended June 30, 1872.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue—total	Balance due post-masters.	Transferred from domestic money-order fund.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order fund.	Amount paid to Switzerland.	Amount paid for exchange, &c.	Amount allowed for commissions.	Balance in hands of postmasters.	Miscellaneous items.
Alabama	4	\$50 00	\$106 00	\$1 20		\$333 00	12	\$304 50		\$304 00			\$0 85	\$0 85	
Arkansas															
California	40	969 86	1,901 00	11 45		576 95	18	631 87		1,401 80			33	95 46	
Colorado	3	50 00	78 25	9 25		4 73	2	34 73		60 50					
Connecticut	13	923 73	537 43	7 50						778 81					
Delaware	1	59 23	15 00	10						74 00					
District of Columbia	127	56 44	3,754 97	43 25			5	61 95		3,792 00			03	39 01	
Florida		55 50												55 50	
Georgia	3														
Idaho	3		116 00	1 25	\$0 03	54 48	2	34 48					13	50 37	
Illinois	61	437 89	1,816 40	26 10	03	116 43	19	478 76		117 00			27	43 75	
Indiana	59	120 08	1,802 38	19 00		227 35	7	234 36	\$11 80	1,804 67			59	80 41	
Iowa	65	129 30	3,349 00	17 15	03	978 98	33	1,033 19		2,434 25			3 87	2 68	
Kansas	8		336 00	2 70	11	370 36	16	453 76		242 60			94	37 85	
Kentucky	96		596 60	8 05		16 00	3	59 60		567 20			21	45 45	
Louisiana	22	365 40	574 00	8 35	21 47	264 00	9	266 03		946 53				50 00	
Maine		50 00													
Maryland	30	997 31	1,070 35	13 25	21 45		2	64 87		2,037 00			05	14 10	
Massachusetts	34		1,111 63	12 60						1,474 13				35 49	
Michigan	15	210 31	173 71	3 55		291 84	10	328 69		311 18			36	14 86	33
Minnesota	14	25 70	245 50	5 45		183 90	7	183 75		271 00			16	89 03	
Mississippi				1 40						75 35					
Missouri	75	411 58	2,171 00	26 70	9 33	890 28	57	1,058 21	10 00	2,418 63			4 33	12 86	03
Montana															
Nebraska	1		29 85	75		731 75	20	731 75		30 00				60 47	
Nevada	23	50 49	741 05	11 93						803 00				47 07	
New Hampshire	1		15 00	10						15 00				1 33	
New Jersey		166 82	1,984 45	15 80		108 31	11	245 83		1,948 00				2 03	
New York	2,070	9,709 86	55,633 94	629 60		50,756 56	90	2,965 83	331 79	60,860 58	\$46,093 24	\$5,197 66	21	2,030 63	
North Carolina		88 87				53 94	2	53 71		87 00			13	1 87	
Ohio	98	638 54	2,822 34	30 95	23	1,432 00	70	2,103 66		2,813 88			1 43	54 79	30
Oregon		20 85				25 00	1	25 00		42 70				32 00	
Pennsylvania	43	200 20	883 40	9 20		968 50	42	1,091 13		844 00			8	35 46	

Utah	371 00	325 10	4 40	1 00	9	85 37	39 48	343 00	1 43	18				
Vermont	43 17	989 85	3 40	120 00	9	85 37	39 48	43 00	57	17				
Virginia	149 68	3 00	10	31 79	1	31 95	14 00	537 99	58	51 76				
West Virginia	11 16	1,208 40	18 00	987 50	30	918 40	14 00	14 00	53	10				
Wisconsin	523 01		00					1,463 33	3 53	31 58				
Wyoming										19				
Total	3,099	85,579 98	981 63	46 13	60,500 85	490	14,101 35	393 07	94,141 59	46,023 94	5,197 66	96 11	2,607 98	2 90

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 12.—*Statement of receipts and disbursements of the money-order office with Switzerland for the fiscal year ended June 30, 1872.*

RECEIPTS.

Balance in hands of postmasters June 30, 1871	\$15,384 57
Amount of orders issued	85,579 92
Fees received	981 63
Balance due postmasters	46 13
Transferred from domestic money-order fund	60,500 95
Total	162,493 20

DISBURSEMENTS.

Amount of orders paid	\$14,101 35
Amount of orders repaid	393 07
Transferred to domestic money-order fund	94,141 59
Amount paid Switzerland	51,163 15
Amount paid for incidental expenses	57 75
Amount allowed for commissions	26 11
Miscellaneous items	2 20
Balance in hands of postmasters June 30, 1872	2,607 98
Total	162,493 20

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

No. 13.—*Statement of revenue accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1872.*

Balance in hands of postmasters June 30, 1872	\$2,607 98
Excess of transfers to domestic money-order fund	33,640 64
Total	36,248 62
Amount paid Switzerland October 1, 1872	\$35,509 52
*Net revenue	739 10
Total	36,248 62

J. J. MARTIN,
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OFFICE OF THE AUDITOR OF THE TREASURY
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* The amount of \$1,607.59 should be added to the above sum and deducted from the revenue reported last year; that amount pertaining to last year's business having been paid after the report had been submitted for the fiscal year 1871.

No. 14.—Amount of letter-postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1872.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$15,485 15	\$17,216 78	.....	\$136,768 93	\$169,470 86
Dak or Inman line	8,749 05	11,216 14	.....	84,476 29	104,441 48
North German Lloyd, of Bremen	6,572 65	8,941 74	.....	45,409 83	60,924 22
Canadian line	3 08	24	.....	124 30	127 63
Liverpool and Great Western Steam Company	110 08	13 06	.....	12 90	136 04
Hamburg American Packet Company	10 70	4 84	.....	1 34	16 88
Transient steamers	124 24	4 80	.....	15 56	144 60
Total	31,054 95	37,397 60	.....	266,809 15	335,261 70
Amount received	68,452 55	.....	\$266,809 15	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line .....	.....	\$8,534 29	.....	\$297 76	\$8,832 05
Hamburg American Packet Company	\$370 00	54,242 92	.....	4,850 48	59,463 40
North German Lloyd, of Bremen	32 26	9,385 50	.....	1,209 31	10,637 07
Canadian line .....	.....	10,014 86	.....	449 46	10,464 32
Dak or Inman line	816 78	125,115 87	.....	11,057 38	136,990 03
Liverpool and Great Western Steam Company	270 31	122,623 38	.....	6,575 57	199,469 96
Total	1,489 35	329,916 82	.....	24,439 96	355,846 13
Amount sent	331,406 17	.....	.....	24,439 96	.....

Amount collected in the United States

Amount collected in the United Kingdom

Total

Excess collected in the United States

Increase compared with last fiscal year

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, Auditor.

No. 15.—Amount of letter-postage on German Union mails received in and sent from the United States during the fiscal year ended June 30, 1872.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line, via England.....	\$4,342 87	\$31,640 91	.....	\$17,391 00	\$53,374 78
Dale line, via England.....	4,164 70	25,387 68	.....	13,936 87	43,489 25
North German Lloyd, of Bremen, via England.....	4,237 59	27,532 34	.....	14,511 67	46,281 60
Hamburg-American Packet Company, via France.....	132 70	778 10	.....	432 58	1,343 38
North German Lloyd, of Bremen, direct.....	3,372 82	7,848 12	.....	38,383 01	49,603 95
Hamburg-American Packet Company, direct.....	3,870 62	10,280 71	.....	35,712 71	49,864 04
Hamburg-American Packet Company, from Stettin.....	7 56	35 04	.....	183 54	226 14
Baltic Lloyd, direct from Stettin.....	8 76	28 92	.....	189 20	226 88
Total.....	90,137 62	103,531 82	.....	120,740 58	244,410 02
Amount received.....	123,669 44	.....	\$120,740 58	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale line, via England.....	\$188 34	\$48,551 48	.....	\$2,379 87	\$51,119 49
Liverpool and Great Western Steam Company, via England.....	65 22	41,250 60	.....	3,791 75	45,107 57
North German Lloyd, of Bremen, via England.....	.....	1,434 34	.....	49 89	1,484 23
Hamburg-American Packet Company, via England.....	.....	8,154 88	.....	176 86	8,331 74
North German Lloyd, of Bremen, direct.....	657 87	60,528 99	.....	12,977 68	74,164 54
Hamburg-American Packet Company, direct.....	580 35	52,673 43	.....	9,314 39	62,548 17
Baltic Lloyd, direct to Stettin.....	.....	165 60	.....	9 84	175 44
Total.....	1,471 78	212,759 32	.....	28,700 08	242,931 18
Amount sent.....	214,231 10	.....	.....	28,700 08	.....

Amount collected in the United States.....	\$337,900 54
Amount collected in the German Union.....	149,440 66
Total.....	487,341 20
Excess collected in the United States.....	\$188,459 88
Decrease compared with the last fiscal year.....	39,806 98

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FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, Auditor.

No. 16.—Amount of letter-postage collected on French mails received in and sent from the United States during the fiscal year ended June 30, 1872.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg-American Packet Company...	\$1,292 90	\$1,216 80	.....	.....	\$2,509 70
North German Lloyd, of Bremen.....	.....	10 70	.....	.....	10 70
French Steamship Company.....	3,321 30	3,583 40	.....	.....	6,904 70
Total.....	4,614 20	4,810 90	.....	.....	9,425 10
Amount received.....	9,425 10	.....	.....	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company...	\$89 50	\$6,469 30	.....	.....	\$6,558 80
French Steamship Company.....	.....	6,687 60	.....	.....	6,687 60
North German Lloyd, of Bremen.....	.....	5 60	.....	.....	5 60
Total.....	89 50	13,162 50	.....	.....	13,252 00
Amount sent.....	13,252 00	.....	.....	.....	.....

Amount collected in the United States..... \$22,677 10
 Amount collected in France..... Unknown.

Total collected in the United States..... 22,677 10

Increase compared with last fiscal year..... \$16,203 50

No treaty in operation with France during the fiscal year.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 17.—*Amount of letter-postage collected on Belgium mails received in and sent from the United States during the fiscal year ended June 30, 1872.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$198 34	\$213 85	.....	\$2,434 06	\$.....
Dale or Inman line	137 82	176 60	.....	1,679 46	.....
North German Lloyd, of Bremen.....	128 13	167 15	.....	1,590 38	.....
Total	464 29	557 60	.....	5,703 90	.....
Amount received.....	1,021 89	.....	\$5,703 90	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale or Inman line	\$50 00	\$2,542 88	.....	\$612 44	\$.....
Liverpool and Great Western Steam Co. .	12 60	1,833 90	.....	303 25	.....
North German Lloyd, of Bremen .....	.....	211 55	.....	62 57	.....
Hamburg-American Packet Company ..	9	1,575 59	.....	244 84	.....
Cunard line	38	58 67	.....	3 55	.....
Total	63 07	6,222 59	.....	1,232 65	.....
Amount sent	6,285 66	.....	.....	1,232 65	.....

Amount collected in the United States..... \$.....

Amount collected in Belgium

Total

Excess collected in the United States

Increase compared with last fiscal year

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 29, 1872.*

J. J. MARTIN, A.

No. 18.—*Amount of letter-postage on Netherlands mails received in and sent from the United States during the fiscal year ended June 30, 1872.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$715 35	\$93 90	.....	\$1,821 32	\$2,630 57
Dale or Inman line	1,095 30	110 59	.....	2,124 61	3,330 50
North American Lloyd, of Bremen	867 35	112 58	.....	1,964 91	2,944 84
Total	2,678 00	317 07	.....	5,910 84	8,905 91
Amount received	2,995 07	.....	\$5,910 84	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale or Inman line	\$4,957 80	.....	\$581 60	\$5,539 40
Liverpool and Great Western Steam Co.	4,353 60	.....	369 30	4,722 90
North German Lloyd, of Bremen	492 00	.....	49 10	541 10
Hamburg-American Packet Company	2,758 10	.....	318 70	3,076 80
Total	12,561 50	.....	1,318 70	13,880 20
Amount sent	\$12,561 50	.....	.....	1,318 70	.....

Amount collected in the United States

\$15,556 57

Amount collected in the Netherlands

7,229 54

Total

22,786 11

Excess collected in the United States

\$8,327 03

Increase compared with last fiscal year

4,280 99

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 19.—*Amount of letter-postage collected on Switzerland mails received in and sent from the United States during the fiscal year ended June 30, 1872.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$1,594 10	\$345 75	.....	\$5,094 00	\$7,033 85
Dale or Inman line	1,300 65	208 00	.....	4,006 50	5,515 15
North German Lloyd, of Bremen	944 56	216 85	.....	3,372 60	4,534 01
Total.....	3,839 31	770 60	.....	12,473 10	17,083 01
Amount received.....	4,609 91	.....	\$12,473 10	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale or Inman line	\$5,580 20	.....	\$1,349 00	\$6,929 20
Liverpool and Great Western Steam Co	3,900 10	.....	913 10	4,813 20
North German Lloyd, of Bremen	474 60	.....	121 00	595 60
Hamburg-American Packet Company	3,372 60	.....	791 60	4,164 20
Total.....	13,327 50	.....	3,174 70	16,502 20
Amount sent	\$13,327 50	.....	.....	3,174 70	.....

Amount collected in the United States	\$17,937 41
Amount collected in Switzerland	15,647 80
Total	33,585 21
Excess collected in the United States	\$2,289 61
Increase compared with last fiscal year	3,880 33

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 20—Amount of letter-postage collected on Italian mails received in and sent from the United States during the fiscal year ended June 30, 1872.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$505 24	\$1,191 39	.....	\$3,701 03	\$5,397 66
Dale or Inman line	452 00	924 04	.....	2,638 42	4,014 46
North German Lloyd, of Bremen	668 85	1,560 83	.....	4,176 95	6,406 63
Total	1,626 09	3,676 26	.....	10,516 40	15,818 75
Amount received	5,302 35	.....	.....	10,516 40	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale or Inman line	\$4,141 31	.....	\$352 33	\$4,493 64
Liverpool and Great Western Steam Co.	3,499 20	.....	285 87	3,785 07
North German Lloyd, of Bremen	381 80	.....	30 09	411 89
Hamburg-American Packet Company	2,076 42	.....	219 99	2,296 41
Total	10,098 73	.....	888 28	10,987 01
Amount sent	\$10,098 73	.....	.....	888 28	.....

Amount collected in the United States	\$15,401 08
Amount collected in Italy	11,404 68
Total	\$26,805 76
Excess collected in the United States	\$3,996 40
Increase compared with last fiscal year	5,811 28

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 21.—Amount of letter-postage collected on Danish mails received in and sent from the United States during the fiscal year ended June 30, 1872.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.
Hamburg-American Packet Company	\$634 88	\$142 54	.....	\$1,195 88
Dale or Inman line	28 15	5 81	.....	76 16
North German Lloyd, of Bremen	600 19	124 16	.....	1,083 53
Total	1,263 22	272 51	.....	2,355 57
Amount received	1,535 73	.....	\$2,355 57	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.
Hamburg-American Packet Company .....	.....	\$623 22	.....	\$191 56
North German Lloyd, of Bremen .....	.....	231 28	.....	137 00
Total .....	.....	854 50	.....	328 56
Amount sent	\$854 50	.....	.....	328 56

Amount collected in Denmark

Amount collected in the United States

Total

Excess collected in Denmark

Convention with Denmark went into operation January 1, 1872.

J. J. MARTIN, A

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 22.—*Amount of letter-postage collected on Norway, Sweden, and Denmark mails received in and sent from the United States during the fiscal year ended June 30, 1872, (to January 1, 1872.)*

RECEIVED.

Line.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Baltic Lloyd				\$17 28	\$17 28
Total				17 28	17 28
Amount received			\$17 28		

SENT.

Line.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Baltic Lloyd		\$187 70			\$187 70
Total		187 70			187 70
Amount sent	\$187 70				
Amount collected in the United States					\$187 70
Amount collected in Norway, Sweden, and Denmark					17 28
Total					204 98
Excess collected in the United States					170 42
Mails sent after January 1, 1872, under convention with Denmark					

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 23.—*Amount of letter-postage collected on Spanish mails sent from the United States during the fiscal year ended June 30, 1872.*

SENT.

Line.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company		\$27 40			\$27 40
Total		27 40			27 40
Amount sent	\$27 40				

Amount collected in the United States \$27 00

No account of the mails received has been reported to this office.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
IN THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 24.—Amount of letter-postage collected on European mails received in and sent from the United States during the fiscal year ended June 30, 1872.

RECEIVED.

Countries.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	
The United Kingdom.....	\$31,054 95	\$37,397 60	.....	\$266,809 15	\$33,000 00
The German Union.....	20,137 62	103,531 82	.....	130,740 58	20,000 00
France.....	4,614 20	4,810 90	.....	.....	.....
Belgium.....	464 29	557 60	.....	5,703 90	.....
Netherlands.....	2,678 00	317 07	.....	5,910 84	.....
Switzerland.....	3,839 31	770 60	.....	12,473 10	.....
Italy.....	1,696 09	3,676 26	.....	10,516 40	.....
Denmark.....	1,263 22	272 51	.....	2,355 57	.....
Sweden, Norway, and Denmark.....	.....	.....	.....	17 28	.....
Spain.....	.....	.....	.....	.....	.....
Total.....	65,677 68	151,334 36	.....	424,536 82	60,000 00
Amount received.....	217,012 04	.....	\$424,526 82	.....	.....

SENT.

Countries.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	
The United Kingdom.....	\$1,489 35	\$329,916 82	.....	\$24,439 96	\$33,000 00
The German Union.....	1,471 78	212,759 32	.....	28,700 08	20,000 00
France.....	89 50	13,162 50	.....	.....	.....
Belgium.....	63 07	6,222 59	.....	1,232 65	.....
Netherlands.....	.....	12,561 50	.....	1,318 70	.....
Switzerland.....	.....	13,327 50	.....	3,174 70	.....
Italy.....	.....	10,098 73	.....	888 28	.....
Denmark.....	.....	854 50	.....	328 50	.....
Sweden, Norway, and Denmark.....	.....	187 70	.....	.....	.....
Spain.....	.....	27 40	.....	.....	.....
Total.....	3,113 70	599,118 56	.....	60,082 93	60,000 00
Amount sent.....	602,232 26	.....	.....	60,082 93	.....
Amount collected in the United States.....	.....	.....	.....	.....	\$21,480 00
Amount collected in Europe.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	1,300 00
Excess collected in the United States.....	.....	.....	.....	.....	\$33,000 00
Increase compared with last fiscal year.....	.....	.....	.....	.....	12 00

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, Auditor.

No. 25.—Number and weight of letters and weight of newspapers, &c., exchanged between the United States and the United Kingdom, in British mails, during the fiscal year ended June 30, 1872.

Lines.	Letters.				Newspapers, &c.			
	Received.		Sent.		Received.		Sent.	
	Rates.	Wt. in ozs.	Rates.	Wt. in ozs.	Lbs.	Ozs.	Lbs.	Ozs.
Cunard line	2,622,801	836,462½	128,378	39,460½	232,147	11	10,235	10½
Dak or Inman line	1,615,670	517,899½	2,101,870	693,962½	166,861	0½	171,123	07½
Liverpool and Great Western Steam Company	1,905	404½	2,073,747	679,724½	.....	.....	153,509	15½
North German Lloyd, of Bremen	944,943	207,656½	164,020	51,011	107,741	15	15,480	09½
Canadian line	2,106	736½	170,448	52,190½	5	04½	12,338	05
Hamburg-American Packet Co.	157	053½	930,570	307,339	.....	.....	76,293	14½
Private steamships	1,603	537½	.....	.....	.....	.....	.....	.....
Total	5,187,785	1,653,750½	5,569,033	1,826,687½	598,756	07½	438,921	15
Increase compared with last fiscal year	946,731	347,591½	1,029,315	342,142½	110,158	15½	107,624	06

J. J. MARTIN. Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 26.—Number and weight of letters and weight of newspapers, &c., exchanged between the United States and the German Union (in closed mails through England and France and by direct steamer) during the fiscal year ended June 30, 1872.

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	Rates.	Grams.	Rates.	Grams.	Grams.	Grams.
Cunard line, via England	413,303	3,873,498	.....	.....	2,756,590	.....
Dak or Inman line, via England	344,030	3,253,142	589,168	5,579,505	1,481,250	7,969,825
North German Lloyd, of Bremen, via England	356,712	3,281,987	13,648	130,874	2,117,815	167,129
Hamburg-American Packet Company, via France	11,465	112,430	.....	.....	62,895	.....
North German Lloyd, of Bremen, direct	688,897	6,530,743	1,026,098	9,655,459	6,992,774	30,126,588
Hamburg-American Packet Company, direct	684,313	6,453,029	896,208	8,436,119	6,801,384	20,266,096
Baltic Lloyd, direct	3,427	32,642	2,839	25,288	4,659	1,274
Liverpool and Great Western Steam Co., via England .....	.....	.....	541,598	5,129,481	.....	4,769,049
Hamburg-American Packet Company, via England .....	.....	.....	76,106	725,192	.....	859,458
Total	2,502,207	23,537,471	3,145,665	29,681,918	20,217,376	64,159,349
Compared with last fiscal year, increase	455,031	Not stated.	706,864	Not stated.	694,745	Stated in pounds.

J. J. MARTIN. Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

17 P M G

No. 27.—Number and weight of letters and weight of newspapers, &c., exchanged between the United States and France during the fiscal year ended June 30, 1872.

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Co.	25, 097	183, 386	65, 588	601, 746	42, 446	6, 183, 608
North German Lloyd, of Bremen.	107	749	056	432	.....	.....
French Steamship Company	69, 047	530, 520	66, 876	573, 009	717, 804	2, 837, 857
Total	94, 251	714, 655	132, 520	1, 175, 187	760, 250	9, 121, 465
Increase compared with last fiscal year	76, 869	Not given.	85, 175	Not given.	Not given.	Not given.

These mails were sent to and received direct from France—no treaty in operation during the fiscal year.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 28.—Number of rates and weight of letters and weight of printed matter exchanged between the United States and Belgium during the fiscal year ended June 30, 1872.

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line	26, 303	239, 695	626	5, 989	774, 668	34, 585
Dale or Inman line	18, 623	167, 922	30, 948	288, 901	571, 397	863, 928
North German Lloyd, of Bremen.	17, 720	155, 200	2, 642	24, 666	662, 263	72, 304
Liverpool and Great Western Steam Company	.....	.....	20, 277	189, 119	.....	587, 017
Hamburg-American Packet Co.	.....	.....	17, 851	160, 122	.....	546, 556
Total	62, 646	563, 017	72, 344	668, 797	2, 008, 328	2, 122, 408
Compared with last fiscal year.	5, 394	Not stated.	6, 870	Not stated.	Not stated.	Not stated.
					Decrease.	Increase.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 29.—Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and the Netherlands during the fiscal year ended June 30, 1872.

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line	23, 426	223, 250	.....	.....	299, 551	.....
Dale line	29, 169	264, 149	55, 394	606, 212	419, 012	793, 055
Liverpool and Great Western Steam Company	.....	.....	47, 229	539, 643	.....	379, 653
North German Lloyd, of Bremen.	26, 121	238, 501	5, 411	60, 642	394, 887	63, 082
Hamburg-American Packet Co.	.....	.....	30, 768	336, 454	.....	310, 864
Total	78, 716	725, 970	138, 802	1, 543, 151	1, 113, 450	1, 546, 654
Compared with last fiscal year.	844	Not stated.	45, 844	Not stated.	Not stated.	Not stated.
					Decrease.	Increase.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Switzerland during the fiscal year ended June 30, 1872.

	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	Rates.	Grams.	Rates.	Grams.	Grams.	Grams.
.....	64, 003	526, 592	.....	.....	898, 995	.....
.....	50, 340	388, 718	.....	636, 471	497, 926	2, 378, 106
Western	.....	.....	.....	.....	.....	.....
.....	.....	.....	48, 132	429, 178	.....	1, 250, 328
of Bremen	41, 639	341, 507	5, 956	53, 524	745, 523	217, 233
Packet Co.	.....	.....	41, 642	368, 746	.....	1, 199, 088
.....
.....	155, 982	1, 256, 817	165, 022	1, 477, 919	2, 142, 444	5, 044, 755
with last	18, 193	Not stated.	21, 182	Not stated.	Not stated.	Not stated.

J. J. MARTIN, Auditor.

REPORT OF THE TREASURY
POST-OFFICE DEPARTMENT, October 29, 1872.

of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Italy during the fiscal year ended June 30, 1872.

	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	Rates.	Grams.	Rates.	Grams.	Grams.	Grams.
.....	48, 128	354, 875	.....	.....	532, 495	.....
.....	35, 483	268, 504	.....	380, 329	379, 969	1, 504, 854
Western	.....	.....	.....	.....	.....	.....
.....	.....	.....	37, 733	318, 605	.....	1, 806, 570
of Bremen	56, 377	432, 668	4, 113	32, 332	681, 809	138, 524
Packet Com.	.....	.....	.....	.....	.....	.....
.....	.....	.....	22, 821	193, 388	.....	652, 563
.....
.....	139, 988	1, 056, 047	110, 340	924, 644	1, 594, 273	3, 293, 511
th last fis.	.....	.....	.....	.....	.....	.....
.....	33, 002	Not stated.	22, 913	Not stated.	Not stated.	Not stated.

J. J. MARTIN, Auditor.

REPORT OF THE TREASURY
POST-OFFICE DEPARTMENT, October 29, 1872.

of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Denmark during the fiscal year ended June 30, 1872.

	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	Rates.	Grams.	Rates.	Grams.	Grams.	Grams.
.....	93, 778	907, 610	.....	10, 849	177, 740	136, 551
.....	21, 828	192, 780	.....	99, 636	99, 636	.....
.....	1, 404	12, 550	.....	4, 722	184, 405	98, 032
.....	.....	.....	.....	.....	10, 200	.....
.....	47, 010	412, 940	15, 571	145, 014	372, 345	234, 583

Denmark went into operation January 1, 1872.

J. J. MARTIN, Auditor.

REPORT OF THE TREASURY
POST-OFFICE DEPARTMENT, October 29, 1872.

No. 33.—*Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Norway, Sweden, and Denmark during the fiscal year ended June 30, 1872.*

Line.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	Rates.	Grams.	Rates.	Grams.	Grams.	Grams.
Baltic Lloyd	288	2, 826	2, 871	28, 745		76, 350

Mails sent after January 1, 1872, under postal convention with Denmark.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 34.—*Number of rates and weight of letters sent from the United States to Spain during the fiscal year ended June 30, 1872.*

Line.	Letters sent.	
	Rates.	Grams.
Hamburg-American Packet Company	274	2, 792

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 35.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Panama during the fiscal year ended June 30, 1872.*

Pacific Mail-Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	99, 765	56, 140	\$11, 254 85
Sent	96, 002	140, 029	15, 212 66
Total	195, 767	196, 169	26, 467 81
Add newspaper postages, at two cents each			3, 923 38
Total postages			30, 391 19
Increase compared with last fiscal year	4, 915	63, 349	3, 693 69

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

of letters and newspapers, with the several postages, received in and sent United States to Mexico during the fiscal year ended June 30, 1872.

and Mexican Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
	17, 277	19, 668	\$530 91
	24, 867	37, 143	2, 486 70
	42, 144	56, 811	3, 017 61
ages, at two cents each.			1, 136 22
			4, 153 83
fiscal year.....	1, 469		
{ Increase..		10, 883	116 67
{ Decrease..			

J. J. MARTIN, *Auditor.*

AUDITOR OF THE TREASURY
OF THE POST-OFFICE DEPARTMENT, October 29, 1872.

of letters and newspapers, with the several postages, received in and sent United States to Brazil and Buenos Ayres during the fiscal year ended June 30,

and Brazil Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
	38, 027	34, 657	\$1, 663 03
	51, 282	63, 514	7, 922 49
	89, 309	98, 171	9, 585 52
ages, at two cents each.			1, 963 42
			11, 548 94
with last fiscal year	9, 178	5, 580	1, 727 65

J. J. MARTIN, *Auditor.*

AUDITOR OF THE TREASURY
OF THE POST-OFFICE DEPARTMENT, October 29, 1872.

of letters, with the several postages, received in and sent from the United States to Belize, Honduras, during the fiscal year ended June 30, 1872.

and Honduras Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
	1, 278	No account taken.	\$142 92
	1, 409		167 88
	2, 687		310 80
with last fiscal year	2, 126		260 30

J. J. MARTIN, *Auditor.*

AUDITOR OF THE TREASURY
OF THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 39.—*Statement of letters and newspapers, with the several postages, received in and from the United States to Ecuador during the fiscal year ended June 30, 1872.*

Pacific Mail-Steamship Company.	Letters.	Newspapers, &c.	Post let
Received	27	39	
Sent	2, 082	4, 252	
Total	2, 109	4, 291	
Add newspaper postages, at two cents each			
Total postages			

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, A.

No. 40.—*Statement of letters and newspapers, with the several postages, received in and from the United States to the West India Islands during the fiscal year ended June 30,*

West India mail-steamers.	Letters.	Newspapers, &c.	Post let
Received	460, 194	121, 674	\$5, 3
Sent	335, 029	211, 583	
Total	815, 223	333, 257	
Add newspaper postages, at two cents each			
Total postages			
Increase compared with last fiscal year	92, 583	31, 037	

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, A.

No. 41.—*Statement of letters and newspapers, with the several postages, received in and from the United States to China and Japan during the fiscal year ended June 30, 1*

Pacific Mail-Steamship Company.	Letters.	Newspapers, &c.	Post let
Received	23, 871	25, 397	
Sent	26, 826	42, 369	
Total	50, 697	67, 766	
Add newspaper postages, at two cents each			
Total postages			

No reports received for mails in either direction prior to February 1, 1872.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

J. J. MARTIN, A.

No. 42.—Statement of letters and newspapers, with the several postages, received in and sent from the United States to Honolulu, Auckland, Melbourne, Sydney, &c., during the fiscal year ended June 30, 1872.

California, Oregon, and Mexico Steamship Company.	Letters.	News- papers, &c.	Postage on letters.
Received	20,933	16,993	\$1,204 80
Sent	22,455	51,808	1,569 14
Total	43,388	68,801	3,173 94
Add newspaper postages, at two cents each			1,376 02
Total postages			4,549 96

No reports received for mails in either direction prior to February 1, 1872.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 43.—Statement of the amount of letter postages on the mails exchanged between the United States and Nova Scotia, Newfoundland, and Bermuda, (by mail-steamers,) with partial report of the number of letters and newspapers, during the fiscal year ended June 30, 1872.

	Unpaid.	Unpaid dis- tributed.	Paid distrib- uted.	Number of letters.*	Number of newspapers.*
Received	\$908 82	\$938 49	\$1 00	13,708	4,481
Sent	32 86		3,504 71	5,073	5,421

* Reported only by the New York office.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 44.—Amount of postages on mails exchanged between the United States and the British Provinces during the fiscal year ended June 30, 1872.

(Incomplete returns.)

Amount on unpaid received	\$19,534 63	
Amount on paid received	164,009 46	\$183,544 09
Amount on unpaid sent	25,767 09	
Amount on paid sent	180,566 40	206,333 49
Total		389,877 58
Amount collected in the United States		\$200,101 03
Amount collected in the British Provinces		189,776 55
Excess collected in the United States		10,324 48
Increase compared with last fiscal year		\$8,443 12
Number of letters sent	2,738,209	
Number of letters received	2,553,660	
Number of newspapers sent	954,974	
Number of newspapers received	406,270	

NOTE.—Many of the exchange offices have failed to give the number of letters and newspapers exchanged.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 45.—*Number of letters exchanged between the United States and foreign countries during the fiscal year ended June 30, 1872.*

Countries.	Number of Letters	
	Received.	Transmitted.
United Kingdom of Great Britain and Ireland	5,187,785	
German Union	2,502,507	
France	94,251	
Belgium	62,646	
Netherlands	78,716	
Switzerland	155,982	
Italy	139,988	
Denmark	47,010	
Norway, Sweden, and Denmark	288	
Spain		
Panama	99,765	
Mexico	17,277	
Brazil	38,027	
Honduras	1,278	
Ecuador	27	
West India Islands	480,194	
China and Japan	23,871	
Honolulu, &c.	20,933	
Nova Scotia, Newfoundland, and Bermuda ..	13,708	
Canadian Provinces ..	2,553,660	
Total	11,517,913	
Increase compared with last fiscal year	1,803,862	

* Partial returns only.

J. J. MARTIN.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1872.

No. 46.—*Amounts reported as due the steamers of the Dale or Inman line for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871	\$1
Fourth quarter of 1871	1
First quarter of 1872	1
Second quarter of 1872	1
Total amount paid	6

Amounts reported as due the steamers of the North German Lloyd, of Bremen, for services rendered during the fiscal year ended June 30, 1872.

Third quarter of 1871	\$
Fourth quarter of 1871	
First quarter of 1872	
Second quarter of 1872	
Total amount paid	2

Amounts reported as due the steamers of the Canadian line for services rendered during the fiscal year ended June 30, 1872.

Third quarter of 1871	\$
Fourth quarter of 1871	
First quarter of 1872	
Second quarter of 1872	
Total amount paid	2

Amounts reported as due the steamers of the Hamburg-American Packet Company for services rendered during the fiscal year ended June 30, 1872.

Third quarter of 1871	\$11,332 48
Fourth quarter of 1871	11,591 24
First quarter of 1872	10,632 30
Second quarter of 1872	11,782 28
Total amount paid	<u>45,338 30</u>

Amounts reported as due the steamers of the Cunard line for services rendered during the fiscal year ended June 30, 1872.

Third quarter of 1871	\$245 04
Fourth quarter of 1871	212 92
First quarter of 1872	1,291 28
Second quarter of 1872	1,247 83
Total amount paid	<u>2,997 07</u>

Amounts reported as due the steamers of the Liverpool and Great Western Steam Company for services rendered during the fiscal year ended June 30, 1872.

Third quarter of 1871	\$10,404 07
Fourth quarter of 1871	10,509 09
First quarter of 1872	18,646 58
Second quarter of 1872	18,718 51
Total amount paid	<u>58,278 25</u>

Amounts reported as due the steamers of the Baltic Lloyd for services rendered during the fiscal year ended June 30, 1872.

Third quarter of 1871	\$30 85
Fourth quarter of 1871	29 41
First quarter of 1872 .....	.....
Second quarter of 1872	32 36
Total amount paid	<u>92 62</u>

Amounts reported as due the steamers of the Pacific Mail-Steamship Company for the conveyance of mails between the United States and Panama during the fiscal year ended June 30, 1872.

Third quarter of 1871	\$5,521 53
Fourth quarter of 1871	5,492 42
First quarter of 1872	6,037 52
Second quarter of 1872	6,671 45
Total amount paid	<u>23,722 92</u>

Amounts reported as due the steamers conveying the mails between the United States and the West India Islands, Mexico, Brazil, and New Zealand for services rendered during the fiscal year ended June 30, 1872.

Third quarter of 1871	\$11,880 42
Fourth quarter of 1871	13,037 89
First quarter of 1872	15,800 07
Second quarter of 1872	15,428 26
Total amount paid	<u>56,146 64</u>

*Amounts reported as due the steamers conveying the mails between the United States and
Scotia for services rendered during the fiscal year ended June 30, 1872.*

Third quarter of 1871.....	.....
Fourth quarter of 1871.....	.....
First quarter of 1872.....	.....
Second quarter of 1872.....	.....
Total amount paid .....	.....

The following supplemental reports, for transportation of San Francisco
England, for the periods named, have been made during the fiscal year ended
1872 :

To Hamburg-American Packet Company for second quarter of 1871 .....	.....
To Hamburg-American Packet Company for third quarter of 1871.....	.....
To North German Lloyd, of Bremen, for second quarter of 1871.....	.....
To North German Lloyd, of Bremen, for third quarter of 1871.....	.....
To Dale or Inman line for second quarter of 1871.....	.....
To Dale or Inman line for third quarter of 1871.....	.....
To Cunard line for second quarter of 1871 .....	.....
To Liverpool and Great Western Steam Company for second quarter of 1871 .....	.....
To Liverpool and Great Western Steam Company for third quarter of 1871.....	.....

The following reports for the transportation of closed mails, for the period
have been made during the fiscal year ended June 30, 1872 :

To the steamers of the North German Lloyd, of Bremen :

For first quarter of 1870 .....	.....
For second quarter of 1870 .....	.....
For third quarter of 1870 .....	.....
For second quarter of 1871 .....	.....
For third quarter of 1871 .....	.....
For fourth quarter of 1871 .....	.....

Total

To the steamers of the Hamburg-American Packet Company :

For first quarter of 1870 .....	.....
For second quarter of 1870 .....	.....
For third quarter of 1870 .....	.....
For first quarter of 1871 .....	.....
For second quarter of 1871 .....	.....
For third quarter of 1871 .....	.....
For fourth quarter of 1871 .....	.....

Total

To the steamers of the Dale or Inman line :

For second quarter of 1870 .....	.....
For third quarter of 1870 .....	.....
For fourth quarter of 1870 .....	.....
For first quarter of 1871 .....	.....
For second quarter of 1871 .....	.....
For third quarter of 1871 .....	.....
For fourth quarter of 1871 .....	.....

Total

To the steamers of the Liverpool and Great Western Steam Company :

For first quarter of 1870 .....	.....
For second quarter of 1870 .....	.....
For third quarter of 1870 .....	.....
For fourth quarter of 1870 .....	.....
For first quarter of 1871 .....	.....

er of 1871.....	\$489 27
of 1871.....	768 42
er of 1871.....	682 56
.....	<u>7,564 04</u>

of the Cunard line:

er of 1870.....	\$7 73
of 1870.....	994 54
er of 1870.....	521 65
of 1871.....	397 52
er of 1871.....	718 76
of 1871.....	16 37
er of 1871.....	3 91
.....	<u>2,660 48</u>

J. J. MARTIN, *Auditor*.

AUDITOR OF THE TREASURY

POST-OFFICE DEPARTMENT, October 29, 1872.

due the United States on the adjustment of the postal accounts between the d Switzerland, for the quarters indicated, settlements made during the fiscal 30, 1872.

1871.....	\$2,465 06
f 1871.....	1,835 33
872.....	1,958 65
f 1872.....	1,941 44
.....	<u>8,200 48</u>

United States on the adjustment of the postal accounts between the United etherlands, for the quarters indicated, settlements made during the fiscal year 872.

1871.....	\$674 86
f 1871.....	734 22
872.....	359 60
.....	<u>1,768 68</u>

United States on the adjustment of the postal accounts between the United Kingdom of Italy, for the quarters indicated, settlements made during the June 30, 1872.

f 1871.....	\$984 30
1871.....	824 72
f 1871.....	1,142 56
.....	<u>2,951 58</u>

a the United States to the kingdom of Belgium on the adjustment of the between the United States and Belgium, for the quarters indicated, settlements fiscal year ended June 30, 1872.

1871.....	\$1,366 92
f 1871.....	1,553 24
1871.....	1,580 66
f 1871.....	1,815 78
.....	<u>6,316 60</u>

Balances due the German Union on the adjustment of the postal accounts between the United States and the German Union, for the quarters indicated, settlements made during the fiscal year ended June 30, 1872.

Third quarter of 1870	\$22,837 16
Fourth quarter of 1870	28,197 60
First quarter of 1871	33,330 91
Second quarter of 1871	29,338 49
Third quarter of 1871	34,189 47
Total	<u>147,893 63</u>

Balances due the United Kingdom of Great Britain and Ireland on the adjustment of the postal accounts between the United States and the United Kingdom, for the quarters indicated, settlements made during the fiscal year ended June 30, 1872.

First quarter of 1871	\$19,834 94
Second quarter of 1871	14,922 13
Third quarter of 1871	15,589 26
Fourth quarter of 1871	13,242 14
Total	<u>63,648 47</u>

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1872.

REPORT
OF THE
D OF PUBLIC WORKS
OF
DISTRICT OF COLUMBIA,
FROM
ITS ORGANIZATION UNTIL NOVEMBER 1, 1872;
BEING PART OF
E AND DOCUMENTS COMMUNICATED TO THE TWO HOUSES
GRESS AT THE BEGINNING OF THE THIRD SESSION
OF THE FORTY-SECOND CONGRESS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1872.

R E P O R T
OF THE
BOARD OF PUBLIC WORKS
OF
THE DISTRICT OF COLUMBIA,
FROM
ITS ORGANIZATION UNTIL NOVEMBER 1, 1872.

at :

ce with the requirements of the act of Congress approved 1871, entitled "An act to provide a government for the District of Columbia," the following is respectfully submitted as the report of the Board of Public Works of the District of Columbia:

The District government went into operation on the 1st day of January. On the 20th of the same month the Board of Public Works presented to the legislative assembly estimates for certain improvements, in the aggregate, to \$6,578,397, and recommended that the District should provide for the payment thereof by a tax of 7 per cent, and an assessment, as provided in the organic act, for \$2,000,000. On the 10th of July the legislative assembly, by a two-thirds vote, passed a bill making an appropriation of \$4,500,000 for improvements in the District, and authorizing an issue of \$4,500,000 of seven per cent. bonds in payment of the same. Shortly thereafter certain citizens applied to the equity court of the District to enjoin the District government from issuing bonds under the act. The order having been granted by Mr. Justice Wylie, the equity court, on the 11th of August, passed a supplemental appropriation of \$1,000,000, for the purpose of avoiding the technical difficulty of the injunctionists, and work was immediately commenced. The order granted by Judge Wylie was subsequently dissolved on appeal from the court in banc, and by a later act of the legislature the appropriation was deducted from the \$4,500,000, leaving a balance of \$3,500,000, as originally made.

The legislative assembly, at the same session, referred the question of the \$1,000,000 to the people of the District, and, at an election held on the 21st of November, the proposition was indorsed by an overwhelming vote.

At the outset the board found themselves embarrassed in many respects in carrying out the important work which had been confided to them. Under the old municipal government no system of grades had been established for the city, although numerous attempts had been made toward that end. The policy of accommodating grades to the needs of streets or localities, in compliance with the peculiar ideas of property-owners, had prevailed to such an extent that the

grade-books in possession of the old corporations were, in many instances, utterly inconsistent and worthless, and to this may be attributed many of the changes and apparent errors which have occurred in the prosecution of improvements.

The establishment of a system of sewerage required numerous changes in the grades, and in many instances these were of a radical nature. In availing ourselves of the experience of other cities, many changes were made which, in some cases, were regarded as involving too much expense, and imposing unnecessary inconvenience upon the owners of property affected. These, however, were absolutely necessary for the perfecting of the expensive and needed improvements projected by the board.

The plan of Washington, as laid out by its founder, evidently contemplated a capital to contain millions of people. The streets and avenues are of greater width than those of any other city in the world, and, with the alleys, comprise an area equal to about one-half of the city contained within the entire city limits. How to improve these wide thoroughfares, interspersed with numerous reservations and public squares, without bankrupting the people, was the practical problem which had first to be solved. The most feasible plan suggested was to narrow the carriageways as to render the use of improvements practicable. This would place the surplus width inside the sidewalks, where it could be parked and otherwise beautified at no expense to the public, and, in many instances, at the expense of property bordering upon it, the owners of which, for the privilege of the use of the ground, would gladly beautify and adorn it. The plan, that which was a barren and unsightly waste has been made a beautiful feature in the contour of the streets and avenues. It has been carried out in all the streets that have been improved, and has met with general approval. The cost has thus been very largely reduced, while the capacity of the streets, as a means of intercourse, has not been in the least abridged. A table showing the comparative area occupied by the thoroughfares of Washington, and of other cities in this country and in Europe, is herewith submitted, as follows:

Ratio of street areas to areas of certain cities.

Paris, (France).....	25.8 per cent.
Berlin, (Prussia).....	26.4 "
Vienna, (Austria).....	35.8 "
Boston.....	26.7 "
Philadelphia.....	29.8 "
New York.....	35.3 "
Washington.....	54.5 "

It has been the policy of the board, in selecting streets and in making improvements, to begin at the business centers of the city, and to extend to the outskirts as the density of population or importance of the respective thoroughfares seemed to require, and at the same time to improve such portions of the city and District as were most in need of sewerage and pavements. The main arteries of travel from the city into the adjacent country have also been improved, and full and free access given thereto. Considerable expense has been incurred in the improvement of the main roads leading into Maryland and in rendering the city more easy of access from that agricultural region, on which, in a large measure, the markets of Washington and Georgetown are dependent for their supplies. This action of the board, the expediency of which was at the time doubted by some, required an impartial examination to meet with general approval.

SEWERAGE.

The sewerage to the city had received but little attention prior to the inauguration of the present system of government for the District. A large proportion of the drainage emptied into an open ditch known as the canal, which separated the northern part of the city from the Government parks and reservations, and from South Washington. The current of water, depending upon the ebb and flow of the tides in the river, was insufficient to carry off the deposits made at the outlets of the various sewers, and the canal thus became so offensive as to threaten pestilence, and so unsightly as to disgust every beholder. How to abate the nuisance was a subject which had occupied the attention of and called forth opinions from every variety of scientific and practical authority during the past twenty-five years. The plan of the city rendered an intersecting sewer at this point a necessity, as all of the branch-sewers from the northern part of the city had been led into the canal; and to extend these sewers through the heights upon which the Smithsonian and other buildings are situated would have involved a very great outlay of money—more, indeed, than the District could have afforded.

After mature deliberation and consultation, it was concluded to build an intersecting sewer from Seventh street west to Seventeenth street west, following a course parallel to the old canal, and from Sixth street west to Third street west—the former branch emptying into the river at Seventeenth street, and the latter into the Tiber arch on Third street. These sewers vary in size from five to twelve feet in diameter, increasing their dimensions, as they approach their outlets, in order to obtain a free and unobstructed discharge. The work on these improvements is nearly completed, the canal filled up, and the experience of the past few weeks warrants the board in expressing the opinion that the problem which has so long disturbed our citizens has been successfully solved. The land reclaimed by filling the canal would, if sold, reimburse the outlay fourfold, and, should the Government see fit to include it in the Mall would add greatly to the beauty and value of that reservation.

Reference has been made to the Tiber Creek sewer, which receives all the sewerage of the city east of Sixth street west, and drains a section of country northward, embracing an area of more than three thousand acres. The only portion of this sewer which had been built when the board entered upon its duties was the arch crossing Pennsylvania avenue, and passing through the Botanical Gardens as far west as Third street. This sewer has been continued southwardly, from its terminus at Third street, across Maryland avenue; and northwardly, from the north side of Pennsylvania avenue, following the natural water-course, to E street north at its junction with North Capitol street, where it is diverted to the center of North Capitol street. This is one of the largest sewers in the world, varying in diameter from 24 to 30 feet, and has proved to be of abundant capacity to supply all the demands made upon it. The floods of the past summer have equalled any on record, and the work has stood the test without impairing its strength or solidity in the slightest degree. It is the intention of the board to continue this sewer through North Capitol street to its intersection with K street, along K to First street east, and thence along First street east to Boundary street. A branch sewer of 9 feet diameter is in course of construction along Third street northwest to Q street, and along Q to Eighth street, into which the lateral sewers east of Fourteenth street with have an outlet. An additional branch sewer of 9 feet in diameter is being constructed

on the line of F and G streets, in the northeastern section of the city to drain the valley lying between E and Boundary streets. These sewers, when finished, will form a complete system of main sewers for all that section of the city east of Fourteenth street not drained by the B street intersecting sewer.

The third large sewer constructed under the direction of the board known as the Slash-run sewer, deriving its name from the water-course which enters the city in several branches at its western boundary, and meanders southwardly to the corner of Fourteenth and L streets; thence westwardly, by a circuitous route to Rock Creek. A main sewer, following the general line of this water-course has been built from Rock Creek eastwardly as far as Twentieth street along Twentieth street northwardly to M street, along M eastwardly to Eighteenth street, along Eighteenth to N Street, along N to Seventeenth street west, and is now being extended along Seventeenth to Boundary street. A similar sewer has been extended along L street to V street, intersecting that portion of the run lying south of Twentieth street, and providing drainage for that portion of the city lying between K and M streets. This sewer is so large in its dimensions that it can be driven through it with ease.

From this general statement of the system of main sewers now completed and carried into execution an idea may be formed of the magnitude of the work accomplished in this direction during the past year. The following is an exact statement of the main sewers laid November 1st, 1891:

2,473 linear feet of Tiber sewer, 30 feet span;
5,200 linear feet of B street intercepting sewer, 12 feet span;
2,200 linear feet of Slash-run sewer, 10 feet span;
27,087 linear feet of brick sewers, from 4 to 9 feet in diameter, or about 10 per cent of main sewerage.

About seventy miles of tile sewer have been and are now being laid, as will be seen by reference to the tabulated statements accompanying this report.

WATER-MAINS.

The improvement of the carriage-ways of the city, and the changes of grades adopted, have involved the necessity of extending the water-mains connecting with the Washington Aqueduct, in some instances, and in lowering the mains already in existence in others, amounting together to about thirty-one miles, a detailed statement of which, together with the valuable report of the water distribution in the city of Washington and Georgetown, will be found in the accompanying report of the water-registrar.

GAS-MAINS.

The gas-mains laid and altered by the Washington Gas-light company during the past season aggregate about forty-two miles, and the board take great pleasure in recognizing the prompt and satisfactory manner in which that company have acted in furthering the improvements inaugurated.

STREET PAVEMENTS.

The board have endeavored, in the matter of pavements for carriage-ways, to adopt all the most approved varieties in use, and in view have laid them in about the following proportions:

34.26 miles of treated wood pavements—Ballard, Miller, Stow, and others. Of these are either finished or under way, and so far advanced as to complete their completion this season.

lip's round-block pavement.
 compound wood and concrete pavement.
 concrete pavement.
 Belgian and granite pavement.
 macadamized street.
 cobblestone pavement,
 graveled streets and roads, (mostly in county.)

improved carriage-way pavements, assuming the same as 32 feet wide

are—
 3 yards of wood pavement.
 1 yard of concrete pavement.
 7 yards of granite and macadamized pavement.
 5 yards of cobblestone pavement.
 3 yards of graveled streets and roads.
 9 yards.

For alt pavements the following have been laid, viz, the Scrimshaw or Abbott, and the Parisen. The results are able to show but little difference in the quality and durability of the respective varieties named. Where the material has been treated or burnt, or where it has been laid in bad weather, the results have been unsatisfactory; but the board are of opinion that, if heated, and laid in good weather, this description of pavement is of the best, if not the best, now in use. Certain it is that a top coating give way, a very slight expense will replace the top or road-bed proper remaining unimpaired, and in the long run it will be found to be the most economical.

For wood pavements, the following varieties have been used, viz, Miller, Morse, Ballard, Peyton, Perry, De Golyer No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. These pavements are treated by three processes—the Seeley and Robbins, the Burnetizing, and the Samuels process—all of which are extensively used in other cities. These pavements, with the exception of the Follansbee, which was laid under a contract of the old city, have nearly all given satisfaction, and will compare favorably with the best pavements laid in any other city. The durability of these pavements is a question upon which differences of opinion exist; but the experience of other places proves that, when properly laid and of a good patent, they will last at least from ten to twenty years.

The round block is a cheap pavement, and when laid on a gravel and sand foundation, with no tar or binding material, it is a very durable pavement. This pavement, so far as laid, has proved entirely satisfactory, and the board is of the opinion that for a large city it is a most desirable pavement, combining as it does smoothness, and durability.

For pavements the board have laid that known as Hayes' pavement, between Pennsylvania avenue and B street. This pavement is of square wooden blocks, treated with a coating of asphalt, so as to be impervious to the weather. A Flanigan pavement has been laid in Third street, from Pennsylvania avenue to Indiana avenue, and is somewhat similar to the Hayes' pavement, except that the blocks are round, of chestnut or oak.

The Belgian is too well known to require any particular description, and is a very durable and cheap pavement. The granite

block pavement laid by the board has been mostly furnished from quarries near Richmond, Virginia, is very durable, and exceeds the trap-rock or Belgian from twenty to forty cents a yard.

Cobblestones have been laid in streets on which the travel would justify a very expensive pavement, mostly south of Pennsylvania avenue, and at a comparatively slight expense.

The MacAdam road has been used on Four-and-a-half street, eastern portion of New York avenue, I street, and on the Seventeenth road. The experience of the board is not such as to incline them to future use in the city, the dust arising from it being an insuperable objection for our wide streets. It is well adapted to the roads of the county, and has been there extensively used.

FOOT-PAVEMENTS.

The board have, in most instances, adhered to the brick pavement heretofore in use in the District, mainly on account of its cheapness, as it is about 33 $\frac{1}{4}$ per cent. less than that of the cheapest descriptions. A considerable quantity, however, of concrete foot-pavements have been laid, which have generally proved satisfactory. They have been delayed in finishing this class of work on account of the scarcity of bricks, the demand being far in excess of the supply. They have exhausted this market and drawn very largely from the neighboring city of Baltimore. An objection exists on the part of property owners to the concrete sidewalk, which, in the judgment of the board, is ill-founded, as it is much more durable, elastic, and smooth than the brick footwalk, and, were it not for the difference in price, would undoubtedly supersede the latter.

The following statement shows the amount of sidewalks laid by the board:

Brick sidewalks.....	9
Concrete sidewalks.....	—
Total.....	9

PIPE-SEWER.

This species of sewer has been used almost exclusively by the board in their street improvements, for the reason that it presents a smooth surface, can be laid more easily and quickly, and does not afford the same opportunity for cheating as brick sewers. Under the old system many sewers were constructed without proper supervision. The board have been compelled, in some instances, to expend large sums of money in perfecting work improperly done. In one instance, (on Twentieth street,) for a space of 30 feet, only a portion of the sewer had been constructed, the contractor having entirely dispensed with the arch, and left nothing but the earth as a substitute. The pipe was furnished from Baltimore, Philadelphia, Ohio, and Scotland, at a price 25 per cent. lower than is believed to have been paid in any other city. The fact that the main sewers had to be constructed before the laterals could be laid has retarded the progress of the work, and is a matter of congratulation that so much has been accomplished in this respect, when it is remembered that but very little of the main sewerage had been provided for when the board entered upon its duties.

PARKS AND INTERSECTIONS.

The waste places formed by the intersection of our broad streets and avenues have been laid off in small parks, with fountains, and

means an agreeable effect has been produced, and at the same time a considerable saving secured in the cost of paving. In this, as indeed in everything connected with the improvement of the city, the board have had the cordial co-operation of the able and efficient engineer in charge of the public buildings and grounds of the General Government. Scott and Farragut Squares, and the parks and intersections at Ninth street and Pennsylvania avenue, Mount Vernon Place, and Rawlins Square, have, by the joint efforts of General Babcock and the board, been so improved as to add greatly to the attraction of the localities in which they are situated. The reservations at the intersection of Connecticut avenue and P street, Sixteenth street and Massachusetts avenue, Rhode Island avenue and Thirteenth street, are now being curbed and paved, preparatory to further improvements, and when completed will contribute materially to the beauty and desirability of those portions of the city.

It is proper here to state, with respect to the Capitol grounds, that while the improvement of First street west will soon be completed, the approaches on the north, south, and east are, without fault of the board, in an unfinished condition. Immediately after the adjournment of the last session, the board proposed to the architect in charge of the Capitol that they should carry out the grades established by Congress on First street east, so that the intersecting streets, then undergoing improvement, should be established at their proper grade. To this he acceded, and the board were about to enter upon the work, when they were requested by him to defer further operations. The board also proposed to pave the southern approaches to the Capitol, and to connect, with a good pavement, Pennsylvania avenue east and west. Although the assent of the architect was obtained, the board were subsequently compelled, through his interposition, to desist from the undertaking.

BRIDGES.

The necessity for greater facilities of communication between Washington and Georgetown was so apparent as to call for immediate action on the part of the board. The P street improvement, which connects the northwestern section of Washington with the heights of Georgetown, has been pushed to completion, and the streets leading to it are being paved. The old wooden structure across Rock Creek at the terminus of M street has been removed, and a handsome iron bridge erected in its place. The grades of M and Bridge streets have been so changed as to make the approaches easy, and greatly to enhance the value and convenience of this as one of the principal thoroughfares of travel between Washington and Georgetown. The old bridge which spanned the canal at Seventh street has been removed and placed at the X street crossing of the James Creek canal, first having been altered into a drawbridge. It is the intention of the board, so soon as the canal-bed shall have been filled, to remove the other bridges and place them across the James Creek canal on the streets connecting Capitol Hill with South Washington. In the county a fine bridge is in course of erection across Rock Creek, on the Pearce Mill road, an improvement which has long been needed. On the Seventh street and Bladensburg turnpike heavy stone culverts have been substituted for the unsafe wooden structures heretofore provided.

The construction of main sewers in certain portions of the city has enabled the board to remove a large number of temporary wooden bridges crossing natural water-courses, which, remaining open, have hitherto constituted the principal sewers of the city.

SHADE-TREES.

In the selection of trees to be planted along the streets and avenues of the city it has been the aim of the board to obtain such varieties of experience has shown to be adapted to our climate, capable of thriving under the peculiar circumstances of wood and asphalt pavements, and not liable to the least objection as shade-trees. As far as practicable a different variety has been selected for each street, so as to avoid monotony in appearance. A large number of trees have been planted during the present season, and the purpose is to extend this system of ornamentation to all improved streets. The board, in considering this subject, availed themselves of the experience of Messrs. Smith and Saunders of the Government gardens, and of Mr. John Saul, and they embrace this opportunity to acknowledge the services of these gentlemen, who without remuneration have rendered them such valuable assistance.

MARKET-BUILDINGS.

Under an appropriation of \$90,000, made by the legislative assembly, a lot was purchased at the junction of Seventh street east and Carolina avenue, and a suitable market-building has been constructed thereon, for the accommodation of citizens residing in that section of the city.

An appropriation of \$300,000 was also made for a market-house in lieu of the one in the center of K street, between Nineteenth and Twentieth streets northwest, and for a market-building on square numbered 446. A lot was secured immediately west of the old location of the Western Market, on the corner of Twenty-first and K streets, the sum of \$26,000, and a building is in course of erection thereon, which, when completed, will be about \$50,000.

The old structure which stood at the intersection of Seventh and Massachusetts avenue having been torn down by the board, temporary sheds were erected on square numbered 446, between Sixth and Seventh and O and P streets. The construction of a building for the Northern Market was, by subsequent action of the legislative assembly, transferred to a joint committee of the council and house of delegates, and under their auspices the work has been put under contract. The old Western Market building, which formerly stood on K street, has been removed to the intersection of Third and H streets northeast, and is being rebuilt upon a lot leased for that purpose, with a view of improving that locality.

The Bridge-street (Georgetown) Market-house, in consequence of a change of grade, has been raised fourteen feet, and is now undergoing the needed repairs.

These market structures, in connection with the Center Market, established by law of Congress, is in the hands of a private corporation, which furnish ample accommodation for the people of the District of Columbia.

NOMENCLATURE OF THE STREETS.

The system of nomenclature of the streets of Washington, District of Columbia, as it is, into eastern and western, northern and southern, with duplicate letters and numbers, is a source of confusion and annoyance both to strangers and citizens. The practice of designating streets simply by letters and numbers, even without the complication of duplicates, is of questionable taste, and the board submit a statement embodying a proposed system.

change in this regard, prepared by persons whose family attention to the subject entitle their recommendations to consideration.

STREET RAILROADS.

has been made by the board to require the Washington and Annapolis Railroad Company to conform their track to the grade and pavement of Pennsylvania avenue, and also to pave between the tracks with the material adopted for the streets which they traverse. This was resisted by the railroad company, and the matter having been referred to the courts, the decision was in their favor. It is now proposed to be passed requiring all railroad companies to conform to the regulations in respect to pavements and grades as apply to the streets in which their tracks are located.

have requested street railroad companies whose charters contemplate ultimate extension into streets and avenues in course of improvement to place the timbers for their tracks before the pavements are laid. This request, intended to prevent the necessity of tearing up pavements when tracks were to be laid, has been complied with.

of First street west and Maryland avenue having been refused by the company controlling the Washington and Alexandria Railroad, requested to conform their track thereto, and ample time was given for that purpose. No attention having been given to this request, the board were compelled to remove the track on these streets, which were about being paved. It is recommended that where streets are given the right to traverse streets or avenues of the city, they be restricted to laying two tracks on any street, and that they be under the supervision of the Board of Public Works, to be separated by a substantial ornamental fence between the intersections; also that, when trains are moving, they be required to stop at each street-crossing, and to lay flat rails on all pavements of the city through which they pass.

FINANCES.

statement of the receipts and expenditures of the board for the year ending in this report. Of the amount therein given the proportion to the United States, for improvements bordering on reservations of Government property, is \$1,240,920.92, as will be seen in the statement, also appended.

also submit a list of contracts made by them, with the amount thereof, aggregating \$4,387,933.15.

Statement of the financial condition of the board is as follows :

ASSETS.

by Congress and legislature.....	\$4,000,000 00
by third.....	2,000,000 00
on account of contingent expenses.....	100,000 00
by the corporation on account of contracts made by them, for which appropriations have been made.....	491,500 00
by United States Government last session.....	263,365 12
by legislative assembly.....	393,600 00
Total resources.....	7,248,465 12

LIABILITIES.

Contracts, as per list.....	\$6,387,933 15	
Cost of repairs avenues and streets, alleys, pumps, &c., not contracted	297,190 00	
Cost of roads and county work.....	123,089 72	
Contingent expenses, engineering, clerks, superintend- ents, &c.....	278,000 00	\$7,088,212 87
Balance in favor of board.....		16,400 00
If to this be added amount due from United States Government, amount- ing, as above, to.....		1,240 00
It will leave the resources of board.....		1,400 00

ECONOMY AND EFFICIENCY OF WORK PERFORMED.

In regard to expenditures for improvements the board take occasion to state that, in their belief, the cost has been much less, considered, than that for which the same character of work has where been obtained in this country. The comparative cost of pav has been shown in the testimony taken before the committee of gation during the last session of Congress, in which it was concl proved by experts that the work has been done from 15 to 30 p cheaper than in any city in the country, considering the price of m in this market. Each contractor for patent pavements has been r to give ample security to keep them in repair, at his own expe the period of three years from the date of the completion of the a precautionary condition, it is believed, never before required city.

The cost of sewerage has been, as before remarked, one-third le that before paid for an inferior class of work. A large portion material has been purchased by the board from first hands, and a far less than it could have been obtained by private parties. It h furnished at cost price to contractors engaged on the work, upon tions made by them, daily returns being made of all material ins received, and issued. This has enabled the board to exercise a in the character of the material used not otherwise possible. outset it was determined that it would be better for all parties co to establish a scale of prices at which work should be done, award contracts at these uniform prices to responsible person being paid only for work actually done, would have no interes frauding their employers. The result of this plan, as carri practical operation, has been entirely satisfactory. By generat tising, bids were received for all classes and descriptions of i ments, the prices were fixed based upon the information thus and upon the rates paid in other cities, and the work was awa those rates.

The character of the work performed has demonstrated conc that this is the most economical and efficient means of prosecuti undertakings, as it prevents straw bids and contracts to irres parties, who would otherwise harass and retard the board in the tions, either by selling out or by preferring extra and imaginary to secure more than a fair equivalent for the services rendered only instances which have given trouble to the board have arise contracts awarded by advertisements to the lowest bidders for improvements. In each of these cases the contractors have de

their laborers and employés of their pay, left the work unfinished, and entailed heavy loss upon their workmen and the board. The board point with pride to the work done and the prices paid, and are satisfied that no one investigating the subject honestly and impartially will fail to acknowledge that in no instance on record has so much been accomplished in so short a period of time and at a cost so reasonable.

The work planned for the present season would have been entirely completed but for the disease which, during the autumn, made its appearance among the horses, and for other providential interpositions, involving the loss of a month's time at the most important season of the year. It is believed, however, that but few localities will suffer inconvenience in consequence of work left unfinished from causes against which human foresight could not provide.

The board have kept within the requirements of the organic act, directing all contracts to be made in pursuance of and within the limits of appropriations made by law, and in no case have they exceeded their authority in this respect, feeling confident that the wisdom of the system of improvements commenced would demand its completion. The national capital, which had doubled its population in a decade, had signally failed to keep pace with the requirements of a rapidly-growing community. The board had, therefore, to supply the omissions of the past, to meet the demands of the present, and to provide, so far as they could anticipate them, for the wants of the future. The great need for prompt and efficient relief, whether considered as a matter of convenience to the inhabitants, or of national pride, seemed to require of the board immediate and vigorous action, and they have endeavored to respond by pressing forward with reasonable energy the improvements which they have inaugurated. Perhaps, in the opinion of some who have not given the subject thorough attention, they have undertaken too much. They fail, however, to see how they could have been justified in attempting less. Certain it is that they have labored incessantly and assiduously to perform the duties imposed upon them, and to carry forward to a successful completion the great work intrusted to their care.

In the prosecution of operations of such magnitude, involving such important changes in the grades of many of the streets, temporary inconvenience to citizens has been unavoidable, causing in some cases complaint; but, as a rule, the cheerfulness with which the citizens of the District have submitted to the great inconvenience, and in some instances loss, suffered during the progress of the work, has demonstrated the deep interest and solicitude felt by them in the great public benefits sought to be accomplished by the board.

CONGRESSIONAL INVESTIGATION.

Among the causes which have delayed and embarrassed the board in the prosecution of their work was an investigation by Congress, instituted by some of our citizens, during its last session, which, continuing during almost the entire session, extended into the spring months. As the charges were of a grave character, involving the official integrity of officers of the District government and the wisdom of the plan of improvements adopted by them, it was thought best, so far as the public interests would admit, to suspend work until the report of the committee should be made. Nearly all the operations of the board were thus suspended until about the middle of May. It is a matter of congratulation to those citizens who had entertained confidence in the new gov-

ernment that the investigation resulted in their complete view. The following paragraphs from the report show the views of the committee with regard to the duties of the General Government of the District, and also the opinion of the committee as to the course of the board:

The original plan of the city, with its wide streets and avenues, and the squares abutting upon them, reserved to the United States to be kept open for the public use, or to such uses only as the United States shall appropriate to illustrate the propriety and the original intention of the General Government, a proportion of the cost of improving and keeping them in repair. This was adopted because it was to be the capital of the republic, and that it might be adapted to the growing necessities of the great people who, with prophetic vision, of the Country saw and seemed to comprehend would be represented here. This suggestion, together with the fact that the United States has reserved to itself still holds so large a proportion of the real estate of the District, shows, in the necessity of argument, the manifest injustice of devolving the whole expense of improvements upon the citizens, or upon those who may happen to own small lots of Washington.

The governor and members of the board are, on the whole, entitled to the judgment of Congress, and to be commended for the zeal, energy, and wisdom which they have started the District upon a new career of improvement and prosperity; and the District itself is entitled to fair and generous appropriation of money in some manner corresponding to the valuation of property owned by the United States.

COMPARATIVE EXPENSE OF THE GENERAL GOVERNMENT IN THE IMPROVEMENT OF STREETS AND AVENUES.

The total amount expended by the General Government for the improvement of our streets and avenues since 1802 is \$1,321,288.

During this period the amount expended by the city of Washington for this purpose was \$13,921,767.15, showing an excess in favor of the city government and of citizens of \$12,500,478.84. In other words, to this time the citizens have paid 90 per cent. and the Government 10 per cent.

If we add the amount paid by the city of Georgetown and the city of Washington for the improvement of streets and roadways during these seventy years, it will aggregate about two millions more.

In view of these facts it is earnestly hoped that an appropriation be made at an early day to reimburse the District for the amount expended in the improvement of Government property. Citizens of the District have paid the assessments levied upon their property for the purpose of carrying on the work, and justice seems to require that the proportion due by the Government should be provided at once. That the contractors and other employes of the board may be satisfied in the nature of the case a considerable proportion of the assessments, which constitute the revenue of the board, cannot be made until the completion of the respective improvements.

RELATIONS OF THE GENERAL GOVERNMENT.

In this connection it may be proper to submit a general statement to the relations of the United States Government toward the District of Columbia touching the improvement of streets, roads, and bridges. The total value of public and private property in the District of Columbia is about \$150,000,000. The District will expend, in loans and assessments upon private property, since the inauguration of the District government, more than six millions of dollars. The United States Government owns four-tenths of all the property within the limits

a proportionate appropriation by the Government to re-district for the money expended upon the twenty-one avenues named after States of the Union, form a national capital, would furnish a sufficient amount to enable those in charge to render this metropolis the handsomest city.

Expended by the board upon the avenues is \$1, 237, 371 92
 Expended on them by the District is

.....	891, 000 00
.....	<hr/> 2, 128, 371 92 <hr/>

in detail of the amount needed to complete the improvement of the avenues is appended to this report.

of this District having voluntarily taxed themselves for improvements to an amount equal to seven per cent. upon the value of their property, it is submitted that, in fairness and justice, the General Government should furnish a proportionate amount for the prosecution of the work. In this connection, the board has the honor to report made by Senator Southard, of New Jersey, in which he presents a comprehensive statement of the relations of the Government to the District, so far as this question is concerned. The accompanying documents showing the amounts heretofore expended by the Government for this purpose, and giving other information of great importance to a full consideration of this question. From the general history of the District, it will appear—

including streets, avenues, reservations, and lots, the Government has secured a title in fee simple to about four-fifths of the entire city of Washington, without any cost whatever to the people of the United States.

For the original purpose, in laying out the capital of the nation, the Government has secured a magnificent proportion could not fail to impoverish the city, was to improve and keep in order the streets, avenues, and public grounds, at the expense of the public treasury.

The lots donated to and sold by the Government to provide for the erection of public buildings and other purposes of national importance are now in possession of the District government, they would be a means for every local improvement desired, and at the same time provide a fund sufficient to maintain the streets and avenues in repair.

The obligation of the General Government to contribute a part of the expense of the needed improvements of the streets, especially of the avenues of Washington, and of the thoroughfares forming the principal means of access to the District, has been recognized since its adoption as the seat of the Federal Government.

The contributions made for these purposes by the General Government have never borne a just proportion to those of the States, during the past twelve years the ratio has been the same as ever before.

The population of the District, composed, to a large extent, of employes of the Government, and others whose occupation is connected, directly or incidentally, upon the Government, ought to be required unaided to provide for the adornment of a city in which the nation has almost an equal interest.

In patriotism and in readiness to make any sacrifice which demanded by the interests of the nation, the people of the District of Columbia justly claim that they are second to none of their fellow-citizens in the States. Animated by national pride in the efforts they are now making to render the city of Washington attractive in its avenues, streets, and adornments, they feel confident that, in their endeavors to reach this end, they will have the cordial co-operation of the people and their representatives in the Congress of the United States.



H. D. COOKE,
ALEX. R. SHEPHERD,
JAS. A. MAGRUDER,
S. P. BROWN,
ADOLF CLUSS,
Board of Public Works of the District of Columbia

TWENTY-THIRD CONGRESS, SECOND SESSION,
IN SENATE OF THE UNITED STATES
February 2

Read and ordered to be printed.

Mr. SOUTHARD made the following report, with Senate bill N.

The Committee on the District of Columbia, to whom were referred the memorial of the corporate authorities of the city of Washington, the memorial of the inhabitants of said city, and the memorial of the District of Columbia, report :

That the well-known pecuniary embarrassments of the city, and the repeated appeals which have been heretofore made to the justice and liberality of Congress, have induced a diligent and careful examination into the facts and principles which are applicable to the situation, report :

Those embarrassments are of the most painful description. The city is involved in pecuniary obligations, from which it is utterly unable to be relieved by any means within its own control, or by any exertions which it may make, unaided by congressional legislation. Its actual debts now amount to the enormous sum of \$1,806,441. It has not means from which it can apply at this time a single cent to its discharge. So perfectly exhausted have its resources become that it will, very probably in a short time, be driven to the surrender of its charter, by neglecting to elect its corporate officers, and thus placing upon the hands of Congress to dispose of, govern, and sustain, the best suit their own views of what is proper for the capital of the United States. That the Senate may see the items which compose the amount of the city debts, the committee append a statement (A) by which they are exhibited. A part of the engagements of the city, in relation to the stock which it holds in the Chesapeake and Ohio Canal, it is believed that Congress are of a kind which must be promptly satisfied, or the property of the inhabitants exposed to sale in a few months, under the orders of the Executive of the United States; and its creditors, foreign bankers, in all probability will become the owners of a proportion of the property within the capital of the Union—a thing so little creditable to the nation, and so abhorrent to the feelings of the committee, that they will not hesitate to recommend such measures, within the constitutional authority of Congress, as, in their opinion, are called for by the occasion.

The committee deem it proper, in the first place, to state that, in the investigation of the causes which have led to the embarrassed condition of the city, they have not found reason to rebuke and condemn the imprudence or extravagance of the inhabitants and the city authorities to the extent which they had anticipated. They have, it is believed, in some instances been misled into expenditures which did not appropriately belong to them, but the views by which they were governed were of a liberal and public-spirited character. Such has been the fact in relation to the streets. They have also contracted engagements in regard to the Chesapeake and Ohio Canal, into which it was imprudent for them to enter; but they erred with others, and find countenance in the opinions and recommendations of the Government and of public men, with whom it is no reproach to be associated in opinion and action. The committee do not find in their conduct anything which should excite in Congress a reluctance to come to their relief. The first cause of embarrassment to which the attention of the committee was directed was the expense incurred in the opening and repairs of the streets. The *plan* of the city is one of unusual magnitude and extent. The avenues and streets are very wide, and for the number of the inhabitants much greater in distance than those of any other city on this continent, and necessarily require a proportionate expenditure to make and keep them in repair. And as the city has not grown in the usual manner, but has necessarily been created in a short space of time, the pressure for the public improvements has been alike sudden and burdensome. The population is but little more than twenty thousand, of whom near seven thousand are people of color and slaves, and a large number are temporary residents connected with the Government. The avenues vary from one hundred and twenty to one hundred and sixty feet in width; the streets from eighty to one hundred and forty-seven, the average being about ninety feet. The avenues and streets which have to be opened and repaired, to fill up the plan of the city, embrace a distance of more than sixty miles. Upon the streets, then, has been expended, since the year one thousand eight hundred, an average annual sum of not less than \$13,000, exclusive of a nearly equal amount assessed upon the inhabitants for the pavements, gutters, &c., a sum enormous in its amount, when the character and resources of the population, and their scattered position, and the other improvements which they have been compelled to make, are considered. While this burden from the streets was upon them, and within the short period since the city was founded, they have been compelled to create their market-houses, infirmaries, pumps, wells, lamps, fire-engines and houses, pay their proportion for county roads, and the expenses of their police, &c.

The expenditure upon the streets, under these circumstances, has unquestionably been one of the principal causes of the embarrassment of the city; and the committee believe that it is one which ought not to have been thrown upon the inhabitants to the extent which it has been. They found this opinion upon the early history of the city, the object of the nation in its establishment, and the contracts made by the Government for the land which it possesses within its limits. It is well known that the selection of a seat of Government was one of the most agitating and difficult questions which divided the councils of the country under the confederation, as well as after the present Constitution went into operation. Numerous places were proposed, considered, and voted for; but the prevailing sense of Congress was that the place which should be selected should not be a populous city, but some spot where the arrangements for the Government and the regulation of the territory

might be entirely under its control. The present seat of Government was eventually selected, and the location made upon several plans upon which there was not one building or other improvement for accommodation and use. This fact illustrates the purposes of the Government at that day. The selection was produced by several considerations, and among them the following: First, its geographical position between the North and South; second, the access from the ocean; third, its distance in the interior and toward the West. A belief then existed that a connection with the West might be made with as much, if not greater, ease than from any other point, and the advantages of a sea-board situation; and this also might have influenced the decision. The object of having a permanent seat of Government is indicated in the Constitution itself, which provides that Congress shall "exercise exclusive legislation in all cases whatsoever over such district (not exceeding ten miles square) as may by cession of particular States and the acceptance of Congress become the seat of the Government of the United States." To accomplish this object, the District was ceded to Congress by the States of Maryland and Virginia, the possession taken by Congress, and the land to be occupied by the Government purchased by written contracts with the owners of the land. *The plan of the city was formed by the public authorities; the direction of the streets determined by them, without interference by the inhabitants regard to their particular interest or convenience.* It is a plan calculated for the magnificent capital of a great nation; but oppressive from its dimensions and arrangements to the inhabitants, if its execution to a considerable extent is to be thrown upon them. No people who have witnessed the execution and subsequent support of it out of their own pockets would ever have dreamed of forming such a plan. It would have been the most consummate folly. At that period neither the Government nor the proprietors contemplated that the whole, or even a large portion, of the burden should be thrown upon the inhabitants of the city. This assertion is amply sustained by two considerations. In the first, the contract between the Government and the owners of the land gave to the former a large extent of public lots, sufficient for all the public buildings and improvements which its convenience should require; and, in addition thereto, one half of all the building-lots within the limits of the city; thus making the nation itself an equal owner of all the property, and equally interested for the benefit of this private property in all the improvements which might be made. In the next place, the Government assumed, and from that day to the present has claimed and exercised, entire and absolute control over all the streets of the city, so that the inhabitants, or the corporate authorities, have no power to enlarge or diminish them, nor to open or close them; but the authority in these respects has been exercised at all times by Congress. It has even closed one of the streets, and sold the ground which was a part of it.

It has also changed the situation of the streets and canal, reserved to itself the lots thereby thrown open, and the Supreme Court has sustained its authority in so doing. It could not have entered into the contemplation of any one at the date of the contract, nor can it be regarded as either reasonable or just that the city should bear the burden of streets the property and control of which was so absolutely in the Government, and more than one half of the land adjacent to which was allotted to it, and must be increased in value by their improvements. The committee are of opinion that the Government was bound, by the principle of equal right and justice, to pay a proportion of the

incurred upon this subject, equal to the amount of the property which it held, and which was to be increased in value and benefited by it, and this would have been greatly more than one half. If the streets are its property, and to be regarded as altogether under its control, it is not easy to perceive why it should call upon or permit others to keep that property in order; and, if the streets are to be regarded as for the joint convenience of the Government and the inhabitants, the expense of maintaining them should be joint, and in proportion to their respective interests.

The early action of the Government and its agents is believed to have been in conformity with this principle, but the Government has not heretofore borne anything like its relative proportion. Its expenditures for this object have been comparatively small, and devoted almost entirely to the avenues and streets which were indispensably necessary for the convenience of Congress and the public officers. To exhibit the views of those who were intrusted by the nation with the control and management of this subject, the committee add to this report a letter from President Washington to the commissioners, dated 14th December, 1795; a letter from President Jefferson to the commissioners, dated August 29, 1801, and a copy of a message from Mr. Jefferson to Congress, on the 11th January, 1802.

The anticipation of all parties at the date of the contract, and for some time subsequent, was that the property acquired by the Government would, under its management and favorable auspices, be immensely productive, enabling it to secure perfect accommodations for itself, and "*insure a considerable surplus to the city, to be employed in its improvement.*" The city was regarded as having "*the residuary interest*" in the property, an interest to which it then looked with hope and confidence, and which was by proper arrangements to be "*saved.*" If, under these circumstances, it has happened that these expectations, created by the action and avowed purposes of the Government, have been disappointed; if the city has too freely expended its resources on its own improvement, and if it be now severely embarrassed, however it may be decided by some that it cannot claim, from the strict letter of the contract and the rigid justice of the nation, an interference to relieve all its embarrassments, yet it ought not to be regarded as inexcusably importunate when it asks for their alleviation.

There has been appropriated for the streets, and paid out of the city treasury the sum of \$429,971; and, in addition to this very large sum, it is a low estimate to say that not less than \$200,000 have been paid by the inhabitants for the improvement of the streets in various directions. Previous to the year 1830 there had been 106,371 running feet of pavement made, besides the curbstones and paved gutters, and paid for by special taxes upon the lots, to which the private building lots of the Government had contributed no part, although they derived an equal benefit therefrom.

While this had been done, the Government and nation have expended upon their own streets, which they formed for their own purposes and to answer their own objects, in which they have the exclusive property, over which they have exercised unlimited control, and which they may close and sell at pleasure, only \$208,925; and the whole of this sum, with the exception of about \$10,000, has been devoted to Pennsylvania avenue and the streets immediately around and adjoining the Capitol and President's squares alone, the improvement of which was indispensable to the Government itself and promotive of its own interest, in the convenience of its officers and the transaction of the public business.

Congress has expended nothing except upon streets which adjoin the public squares, and even upon such has only made some pavements and walks, and set out some trees along the squares, leaving the rest of the expense of even those streets to be borne by the city. While, on the other hand, the city had not only expended its money on the streets wherever the population was scattered over its immense area, but has especially opened and improved those leading to the national establishments at the navy-yard and arsenal, and those leading to and around the public squares and reservations belonging to the nation, and thus by its own means enhanced the value of the public property.

The committee believe that the expenditure for this object by the Government has been nothing more than its duty and interest demanded, and that it ought to have been made without reference to any interest or convenience but its own.

While they do not think that the city was bound to expend the money of the inhabitants upon the streets which the nation claimed and regulated, they believe the narrowest measure of justice would have required, and does now require, that the Government, having in its private building lots and public reservations at least an equal interest in the improvement of the streets, should pay at least one-half of the expense of those streets, and that one-half of the money expended by the city for this purpose ought now to be refunded to it, being \$214,965. Should this sum be appropriated by Congress, the city will receive only the principal money, and unless interest be paid upon it, it will still lose many thousand dollars.

The committee, therefore, conclude that Congress ought to make an appropriation to re-imburse to the city the amount of money which it has expended for the benefit of the Government.

In making this appropriation it will not be necessary for Congress to take from the Treasury of the nation a single dollar which has been derived from any one of all the sources of revenue to which the people of the Union contribute. The Government has already received from the property which it acquired by contract with the owners of the soil a much larger amount, as will be hereafter stated in this report.

The committee cannot consider the fact that the city has voluntarily, and perhaps incautiously, expended money upon the streets of the nation, without the requirement of Congress, as furnishing any objection to refunding the whole or a part of the money which the Government ought in the first instance to have paid. The city may have gone further in this matter than the necessities or convenience of the Government may for the time being have required, and there might, perhaps, with some propriety be a deduction on that account; but the expenditures were made with the generous purpose of increasing the public accommodation and rendering the capital of the country what it ought to be, as well as to augment equally the property held by the individual inhabitants of the city and by the Government itself; and the improvements which it has made have greatly enhanced both. The committee is not aware that any prevalent objections have been made to the manner in which nor the extent to which the streets have been opened and improved. The whole seems to have been properly done, and with a just regard to economy and the wants of the inhabitants.

There is another consideration which strengthens the view the committee take upon this point. The immense property of the Government which has been thus benefited has been at all times free from taxation, while the property of individuals, adjoining to it, has been subject thereto. In several of the States of the Union where the Government

holds landed estate it has paid taxes upon it, and these taxes have been expended for the ordinary municipal purposes of the places where the property was situated. In the city of Washington the case has been directly the reverse. Holding *here* more property than anywhere else, it has been subject to no imposition of this kind. In the acts of incorporation, which give to the city a partial control and regulation over the streets, there is no exemption of the property of the Government from taxation, and it might, perhaps, be properly inferred that Congress did not intend that it should be exempted, but that it should be equally subject to those burdens which became necessary for the common benefit of the whole. But the corporate authorities have with prudence and propriety abstained from levying taxes upon it, and have laid the whole weight upon that part of the property which belonged to individuals, while the Government has been equally participant in the benefits which have resulted from them. The *assessments* have been regularly made upon all, public and private alike, but the *taxes* have been collected only from the private holders of property. The committee are not willing to recommend that there should be any change in this respect, but they believe that provision ought to be made by which mutual benefits should be met by mutual burdens, and find in this state of facts an additional argument in favor of the appropriation they recommend.

With a view to avoid all further difficulty, a part of the committee deem it expedient that the nation should cease to be the holder of private building-lots within the city, reserving to itself only the public reservations, which are abundantly equal to all its present and possible future wants, and were inclined to propose that Congress should transfer their private building-lots to the city.

Two benefits would result from this agreement. In the first place, all the building-lots within the limits of the city would be alike taxed and subject to the same burdens, and the city authorities better enabled to regulate its taxation by the wants of each part of the city, according to its population, resources, and advantages. And in the next place, Congress possessing and controlling only the public reservations would be left undisturbed, by incessant calls upon its time and attention on account of these lots, and would hereafter take from the Treasury only such sums as it should, in its discretion, believe proper for the improvement of the lands and property belonging exclusively to the nation. Such a transfer might be beneficial to the Government, as it would thereby be relieved from expenditures upon all the streets, except such as adjoin the public squares. These streets were not only oppressive from their size and extent in their original formation, but they will, from the same cause, continue to be an unending source of expense in their repair. They must annually cost nearly double the amount of streets of the same length of moderate dimensions. The Government which created this condition of things ought not to be very deaf to the complaints of those upon whom such a burden has fallen.

Another cause of embarrassment is the attempt to erect a city hall, for the convenience of transacting the public business. Such a building was necessary, and the plan of the one which has been partly erected is well suited to the object. So far as it is completed it has cost more than \$80,000. As there was not convenient apartments for the courts in the city and county, it was thought expedient to provide them in this hall; and Congress thought proper to appropriate for this accommodation the sum of \$10,000; and to enable the city to commence and complete this building a grant was made of a right to draw lotteries until the profits should amount to \$100,000. The city was unfortunate, but

not criminal, in the result of this scheme. The drawing of these lotteries was intrusted to men who were considered competent and faithful, but who failed in the discharge of the obligations they had entered into, and the scheme terminated, not in adding to the funds of the city, but involving it in a debt to the amount of \$197,184.84 of principal, upon which about \$70,000 of interest have been paid. The progress of the building was arrested when about one-half of it had been so far completed as to furnish accommodations for the court. About one-half of the whole has, since the year 1823, been occupied by the court and the officers connected with it. The accommodations thus afforded have been much more than equal to the sum appropriated by Congress to that object; and if additional aid should now be given toward its completion, it could not be objected to as extravagant or incorrect. The expenditures for the accommodation of the courts of the United States in some of the districts have been much greater than in this.

The committee will not repeat the history of the connection of the city with the Chesapeake and Ohio Canal; it has been heretofore presented in great detail to Congress, and is understood by the Senate. They merely request attention to the facts exhibited in the memorials of the corporations, which they regard as substantially correct, and refer to them as a part of this report. The committee also refer to the statement of this portion of the city debt, as contained in paper A, and confine themselves to the result of their inquiries on a few points connected with this topic.

1st. If the dimensions of the canal had not been enlarged, it might have been completed to a point which would have rendered it profitable to some extent, and the city have received benefit from it.

2d. The enlargement of the canal is not to be attributed to the city. It was induced by the Government, and prescribed by the law of 1828 authorizing the subscription; and if the canal has not been completed, and no profits have been received from the stock subscribed by the city, it has resulted principally from the action of the Government at a period when a different view was taken of its constitutional powers and duties, which justified its aid in the execution of that work, and from the controversy between it and another great work of internal improvement.

3d. The error of the city in making the subscription arose from the belief, common at that day, that it was necessary to insure its success, and that it would be a profitable investment. It was opposed with earnestness by many of those property-holders who are now the greatest sufferers from it; but it was supported by a large majority of the inhabitants of the city, who were influenced by views and hopes in relation to it which have failed; and had the work been sustained, as it was then believed that it would be, by the Government and by public opinion and contributions in the adjoining States, the result would have been much more auspicious. The committee refer to the report by the committee of the House of Representatives and to the law authorizing the subscription of \$1,000,000, to show what were the purposes of the Government at that day in relation to the canal, and the grounds which were afforded for the confidence felt by the citizens of Washington that it would be actively prosecuted, and that its completion at least to Cumberland would not be long delayed. The report refers to the subscriptions already made by the corporations, and recommends the subscription of two and a half millions of dollars by the Government, to be paid in five annual installments, with a view to the completion of the eastern section, and that further subscription should be

that section was completed. The law which followed the immediate appropriation of one million of dollars. The subscription to the stock of the canal by the city, and which was the chief causes of its embarrassment, was made under a law which ought to attract the attention of Congress. It was made by authority of a law of the corporation of the 13th of May, 1827. But as doubts existed of the power and right of the city to make the subscription, Congress thought proper to give authority and a law was passed "to enlarge the powers of the several corporations of the District of Columbia," which enacted that the corporations "shall have full power and authority to subscribe for shares of stock of the Chesapeake and Ohio Canal Company, and such subscriptions as shall have been already made by said corporations shall be, and they are hereby, declared valid and binding on said corporations respectively." And they were authorized to borrow money, at an interest not higher than 6 per cent, to pay these subscriptions and interest thereon. This law was passed on the 24th May, 1828, the same day on which the law authorizing the subscription by the Government of one million of dollars to the stock of that company. The two acts were contemplated to evince the public approbation both of the work itself and of the conduct of the city in taking so large an interest in it. The Congress provides that the corporations may employ agents to solicit subscriptions to their loans, directs a tax to be assessed, if the subscriptions were not provided by the corporations, and placed in the hands of the United States, ninety days before any day of payment of the subscription which might be entered into, that the President appoint collectors to collect the tax. It also requires a copy of the subscription which may be made for a loan to be deposited with the Secretary of the Treasury, and, in case of failure to comply with this condition, the Secretary to ascertain the deficiency according to the terms of the contracts, and order the money to be collected in the usual mode of assessment and sale of the property assessed. The law authorized by the Government, the corporation, in September, 1827, sent an agent to make a loan for this object. The agent was authorized for the loan of one million dollars in Europe, under the authority given by this law of the United States, and, on the 30th of September, 1827, the corporation approved and ratified the acts of the agent. The money becoming due upon the contract must be paid in four or five installments. It cannot be paid by the city. The Government must, in order to meet its obligations, with its own pledge, enforce the collection by sales of property. It is now itself, the reliance placed upon the acts of the Government, and the foreign creditors who have loaned the money, equally bound to enforce the necessity. The committee submit to the Senate whether, under the relations which the Government holds to the city, it is not wise and expedient to pass a law which shall afford at least a temporary relief from the ruinous consequences of the law. The committee cannot doubt that Congress will pass a law in any contingency which may arise to save the creditors from their loss. And it is better this should be done before the exposure of the property to sale. In meeting the relief proposed by the committee, it is proper to consider the situation of the Government in relation to its own property in the District, with a view to exhibit the means which it possesses for affording relief without taking from the Treasury any portion

of the money which has been drawn from the people of the States.

It has been before stated that the avenues and streets were ferred without any pecuniary compensation therefor being made by the Government.

The reservations of ground for public use consist of seven hundred and forty-one acres, one rood, and thirty-nine perches. On some of these the Capitol, President's House, and other buildings have been erected. The rest of them are either open, occupied, or have been devoted to public uses, according to the action of Congress upon the subject.

For this large extent of land, equal to all its present and present wants, the Government paid, nominally, the sum of \$36,099 to the proprietors of the soil, but, in reality, nothing. This sum was not from the general Treasury, nor one cent of it contributed by the people of the United States. The whole of it was taken out of the proceeds of the sales of the building-lots, which had also been secured by the Government in the contract with the land-holders. It thus appears that the people of the United States have paid *nothing* for all the building-lots, nor for the property in the streets. They procured them, and own them, without the expenditure of a single dollar.

It is difficult to estimate the present value of the public grounds turned into building-lots, and sold at a time of ordinary prices. If the city, some of them would produce a very large amount. They may, perhaps, be estimated at between one and one and a half millions of dollars.

Upon these grounds, in the erection of public buildings and other improvements for *national use*, the Government expended, prior to the destruction of the Capitol in 1814, the sum of \$1,214,299; since that period, \$2,127,800.94½; in the whole, \$3,342,099.92½. The Government now owns in lands and buildings, exclusive of building-lots, between four and five millions' worth of property, which is subject to no assessment or taxation.

This property is purely the property of the Union. Part of the improvements which have been made for the buildings and improvements have been appropriately taken out of the common Treasury. And the Commissioners are of opinion that it would have comported quite as well with the character and interests of the Union if the whole property had been drawn from that source, and no portion of the money extracted from individuals and by donations from States. The Government of the United States were at all times (they are now unquestionably) to provide from their common fund for the accommodation of the Government, without relying upon grants induced either by the policy of liberality toward it, or by any consideration of exclusive benefit to be derived from its presence. And such disposition of the property received by the Government from the sources referred to as will relieve the city from its embarrassment, and leave the expense heretofore borne for the *public* buildings upon the national Treasury alone, may be without just cause of complaint.

The number of building-lots acquired by the Government was 10,000. A large proportion of them have been sold and given away by Congress, and it appears by the records in the office of the Commissioner of Public Buildings that the account of the Government in relation to them may be thus stated:

The cost of said lots was nothing.	
There has been received from the sale of the building-lots.....	\$741, 024 45
There have been given away to charitable and literary institutions lots to the value of	70, 000 00
(\$2,500 of which were given to a college out of the city.)	
The lots undisposed of, according to the assessment of 1824, are worth.	109, 221 84
There were received by the Government, in grants from the States of Maryland and Virginia, in 1790 and 1791	192, 000 00
Amounting in all to	1, 112, 246 29
And, if it be a correct estimate to put the value of the whole public res- ervation at	1, 500, 000 00
The amount will be	<u>2, 612, 246 29</u>

Thus it appears that the Government has received from the grants and donations made to it of lands and money for the benefit of this city, and its accommodations therein, more than two millions of dollars.

It is proper, also, to remark that a large proportion of the money received has been enjoyed by the Government for many years without interest. Much the larger portion of the lots were sold previous to the year 1794, and the committee do not believe that a use of a part of it at this time to relieve the city from its distressed situation would in any degree violate the purposes and object of the grantors, derogate from any provision or principle of the Constitution, or be repugnant to the just and generous feelings of the people of the United States, who will not desire to retain in the Treasury gifts which they have received for the convenience and accommodation of their Government while the city of Washington, where that Government is located, is laboring under accumulated misfortunes, and in danger of being sold to aliens and foreigners.

The committee believe that they will rather prefer the return of a part, at least, of the donations which they have received, and that their public buildings should be regarded as the price which they have themselves paid for the accommodation of the Government which represents their liberty and power. They will not, it is believed, liken such a use of the funds so received to donations or grants made by the Government to persons or communities in any of the States, who do not hold a similar relation to the Government.

The committee further hope that Congress and the people will be the more inclined to their probable disposition of a part of the amount before mentioned, when it is recollected that all their valuable property has been free from taxation; and, if it had been taxed in the same proportion and for the same objects as that of the inhabitants of the city, the money drawn for this object would at this day have amounted to not less than \$700,000, and the interest upon it to nearly double that sum.

In making the foregoing statements the committee have not overlooked the fact that appropriations and expenditures have from time to time been made for objects within the city of Washington, but they have not regarded the greater part of them as proper deductions from the amount which has been received from the grants made to the Government. There have been appropriations for literary and charitable purposes, but the committee have not been willing to charge the benevolent acts of Congress to the account of the city of Washington, and make it pay for the just and proper liberality of the Government of the United States to such objects. Appropriations have also been made for the purchase of the bridge over the Potomac, and for the erection of

a new one, but these were expenditures not for the city of Washington or the District so much as for the Union and for the facility of communication by mail for the benefit of the whole nation. If the Government had not been located here, a bridge across that river would probably long since have been erected either by individual enterprise or from the funds of the Government. It ought to be charged to the nation, and not regarded as a favor done to, or expenditure made for, the city of the District. If no other interest than theirs had been in question, it is apparent that the law upon the subject would not have been passed.

In 1823 and 1824 Congress paid \$11,116 for the city hall, the court house, and for fitting it up for the accommodation of the courts.

In 1802 and 1803 it appropriated \$11,706 for a jail, and in 1825 more for the same object. Between the years 1826 and 1833, in addition, it appropriated \$195,073.97 for a penitentiary. But these were expenditures for subjects for which, as the legislature of the District, Congress was not to provide, which as a national legislature it does provide, in some degree, in all the districts of the Union, at greater or less expense, for the Federal courts, and for the enforcement of its civil and criminal jurisdiction. If the expenditure here has been greater in amount than elsewhere, the consideration is not to be overlooked that Congress is the legislature of the District, and that courts, jails, and penitentiaries are to be provided here, not merely for the enforcement of the jurisdiction exercised by our Federal courts in the States, but for all the ordinary purposes for which they are created and maintained in each of the States in every county within its limits. Causes are tried here, and criminals are prosecuted, not only under the Constitution and laws of the Union, but under that code of common and statute law which prevailed here before the establishment of the seat of Government. In the expenses incident to these subjects are united the interests of the States and of the General Government. When this fact is regarded, it will not create surprise that the expenditure has been great, but rather that it has not been greater.

The only appropriation of money which appears to have been made exclusively for the city was that of \$150,000, to enable it to complete the canal which unites the waters of the Potomac with the Chesapeake Bay Branch; and yet even this was a concern originally belonging to the General Government, which it directed, and over which its commissioners had control both as to its location and its execution. It was subsequently thrown upon the city, and has had a tendency to improve the appearance of the city as well as that of the inhabitants.

In the investigation of the subject committed to them, and for the relief to be proposed, the committee have been unable to separate the interests of the District from the interests of the United States. They regard it as the child of the Union—as the creation of the Union for its own purposes. The design of the Constitution and its foundation was to create a residence for the Government where they should have complete and unlimited control, which should be regulated and governed by them without the interference of partial interests in the States. The Government should be built up and sustained by their authority and resources, and not dependent upon the will or resources of any State or local interest. This had not been the design, a temporary or permanent seat of Government would have been selected in some populous city or some place not subject to State jurisdiction. And if this was the design, it is difficult to comprehend either the principle which would prevent the Government from a liberal appropriation of the national resources to accomplish the object, or the policy which would confine the city to the

possessed by the inhabitants for its improvement. In accomplishing their object the Union undertook the guardianship of the District, deprived its inhabitants of the right of self-government and of the elective franchise, and made them dependent upon the will of the representatives of the States, to whom alone they can look for relief. But the committee do not propose, in the present instance, to offer to the Senate a project for the relief of the embarrassments by which the city is now afflicted which will call upon the Union for the expenditure of any of the treasure which has been drawn from the pockets of its citizens, but only for a part of the funds which were obtained by the agreement to locate the seat of Government here, and which are not necessary to replenish the Treasury of a nation rich, free from debt, and competent to the most abundant provision for the accommodation of its public authorities. The committee found no difficulty in agreeing in the opinion that it was proper for Congress to pass some law upon the subject referred to them, but were not so fortunate as to the mode and manner of relief which should be proposed at this time. The bill, however, which accompanies this report is designed for immediate relief in part, and is one in which conflicting opinions could be better united than in any other.

It will be perceived that it applies as well to Georgetown and Alexandria as to the city of Washington. It is not necessary to detail particularly the situation and embarrassments of those towns. By a reference to their memorials they will be exhibited with sufficient distinctness. They have felt severely the effect of a transfer from their respective States, and of the building up of a new city in their vicinity, and they are also, in some respects, in a similar situation to that of Washington, and especially in regard to stock in the Chesapeake and Ohio Canal, in relation to which the present relief is proposed.

The memorial of the citizens of Washington asks, also, as one means of relief, the charter of a bank which shall embrace the capitals of the several banks now in the District, and which shall go into operation when their charters expire; but the committee are of opinion that the subject merits a distinct consideration, and that it should not be connected with that to which the report and bill are directed.

In conclusion, it is proper to state that there have been several meetings of the committees of the two Houses, to consult upon the memorials referred to them, and that they are understood to concur in presenting the bill which accompanies this report.

Copy of a letter from President Washington to "the commissioners of the city of Washington," respecting Mr. Law's letter—Opening avenues.

PHILADELPHIA, December 14, 1795.

GENTLEMEN: Your letter of the 9th instant, covering Mr. Law's of the 2d, with your answer, has been received.

At present I decline giving my opinion upon the subject of Mr. Law's letter, as you say the state of your finances renders it impracticable to execute the object of his wishes.

When you are in a situation to begin the opening of the avenues, it is

presumed those which will be more immediately useful will be first cleared.

I am, gentlemen, your obedient servant,

GEO. WASHINGTON.

The COMMISSIONERS OF THE CITY OF WASHINGTON.

OFFICE OF COMMISSIONER OF PUBLIC BUILDINGS,
January 23, 1835.

I hereby certify that the above is a true copy from the original on the files of this office.

W. NOLAND,
Commissioner of Public Buildings.

Copy of a letter from Thomas Jefferson to the commissioners.

MONTICELLO, August 29, 1801.

GENTLEMEN: Your favor of the 24th is duly received. I consider the erection of the Representatives' chamber, and the making a good gravel-road from the new bridge on Rock Creek, along Pennsylvania and Jersey avenues to the Eastern Branch, as the most important objects for insuring the destinies of the city which can be undertaken; all others appear to me entirely subordinate, and to rest on considerations quite distinct from these. For the first of these works the ordinary funds of the city are understood to be competent; but not for the second, though according to rigorous law the price of the site of the marine-barracks (pledged to Congress) should only have been credited by them to the city. I ventured to have \$4,000, part of it advanced from the Treasury, to be applied to the sole purpose of making the road above mentioned. I suppose that Congress, in consideration of the utility of the object, and the amplexness of the rest of the grounds pledged to them as a security, would relax the rigor of their rights, and approve what has been done; \$4,000 for four miles of road were then estimated to be sufficient, but from your statement \$3,695.99 have been expended, and half the distance (though not half the work) remains to be finished. In this situation, I should think it advisable to postpone the circular street around the Capitol, because we have already a very practicable road ascending the Capitol Hill at the north end of the building; then to apply what remains of the \$4,000, and any funds the city can spare, to mending the Pennsylvania avenue, from the President's square to Rock Creek, and on to the upper bridge; and then to round the Jersey avenue, from the work already done to the Eastern Branch. I write by this post to the Secretary of the Navy, to know whether any more, and how much, can be spared from the \$20,000 appropriated by Congress for the marine-barracks beyond the \$4,000 already paid the commissioners. I fear it will be little. But if anything remains of that fund I will venture to direct a further portion of the price of the site to be paid you for completing this road, on the same principles and presumption on which the \$4,000 were advanced from the Treasury. In the meantime will you have the goodness to forward me by post as just a statement as possible of what it will cost to accomplish these portions of the road I have designated, over and

above the remains of the \$4,000, and the city funds which can be spared for this object. I shall, at the same time, receive an answer from the Secretary of the Navy, and, on a view of the whole, decide on the further aid which can be given.

Accept assurances of my high consideration and respect.

TH. JEFFERSON.

OFFICE OF COMMISSIONER OF PUBLIC BUILDINGS,
January 23, 1835.

I hereby certify that the above is a true copy from the original on the files in this office.

W. NOLAND,
Commissioner of Public Buildings.

Message of Mr. Jefferson to both Houses of Congress, January 11, 1802.

I now communicate to you a memorial of the commissioners for the city of Washington, together with a letter of a later date, which, with their memorial of January 28, 1801, will possess the legislature fully of the state of the public interests, and those of the city of Washington, confided to them. The moneys now due, and soon to become due to the State of Maryland on the loan guaranteed by the United States, call for early attention. The lots in the city which are chargeable with the payment of these moneys are deemed not only equal to the indemnification of the public, but to *insure a considerable surplus to the city to be employed for its improvement*, provided they are offered for sale only in sufficient numbers to meet the existing demand. But the act of 1796 requires that they shall be positively sold in such numbers as shall be necessary for the punctual payment of the loans. Nine thousand dollars of interest are lately become due, three thousand dollars quarter-yearly will become due, and five thousand dollars, an additional loan, are re-imbursable on the 1st November next.

These sums would require sales so far beyond the actual demand of the market that it is apprehended that the whole property may be thereby sacrificed, the public security destroyed, *and the residuary interest of the city entirely lost*. Under these circumstances, I have thought it my duty, before I proceed to a rigorous execution of the law, to submit the subject to the consideration of the legislature. Whether the public interest will be better secured in the end, and that of the *city saved*, by offering sales commensurate only to the demand at market, and advancing from the Treasury in the first instance what these may prove deficient to be replaced by subsequent sales, rests for the determination of the legislature. If indulgence for the funds can be admitted, they will probably form a source of great and permanent value; and their embarrassments have been produced only by over-strained exertions to provide accommodations for the Government of the Union.

THOMAS JEFFERSON.

A.

OFFICE OF COMMISSIONER OF PUBLIC BUILDINGS

December 29,

SIR: I received your letter of the 23d instant the day after it was written, and have devoted every leisure moment I could spare to the duties of my office to the consideration of the queries propounded by the honorable committee of the Senate on the District of Columbia.

I shall endeavor to answer the queries in the order in which they have been proposed.

1. "The authority assumed and exercised by the Government in the disposition of the city lots; the length of time in which it was exercised."

Answer. The Government assumed and exercised authority in the disposition of the city lots from January, 1791, (when the appointment of the first commissioners took place,) until the present time.

The act of Congress establishing the temporary and permanent government of the Government of the United States passed July 16, 1790, authorized the President of the United States to appoint three commissioners, who, under his direction, were to survey and define the limits of the city; it also gave to them the power to purchase and accept for the use of the United States, and to provide suitable buildings for the accommodation of Congress and of the President, and for the officers of the Government of the United States. For defraying the expenses of such purchases and buildings the President was authorized to accept grants of money, and Virginia did grant \$120,000, and Maryland \$72,000 for that purpose.

By an agreement entered into between President Washington and the original proprietors of the lands on which the city was founded, the proprietors executed deeds of trust to Thomas Beall, of Georgia, and John M. Gantt, by which they conveyed all their lands within the proposed limits for a federal city, to be laid out with such streets, alleys, parcels, and lots as the President of the United States should direct. The trustees were directed to convey, and did convey, to the commissioners for the time being, and their successors in office, for the use of the United States forever, all the said streets, and such of the said parcels, and lots as the President should deem proper for the use of the United States. The residue of the lots were directed to be divided equally, one-half to be assigned to the original proprietors, and the other half to be sold at such time or times, and on such terms and conditions as the President of the United States for the time being shall direct. The produce of the sales of the lots, when sold as aforesaid, were to be applied to the payment in money for so much of the land as might be appropriated to the use of the United States, at the rate of twenty-five dollars (\$25) per acre, not counting the said streets as part thereof. "If the said twenty-five pounds per acre being so paid, or in any other manner satisfied than the produce of the same sales, or what thereof may be paid as aforesaid in money or securities of any kind, shall be paid, and transferred, and delivered over to the President for the time being, the same grant of money, and to be applied for the purposes and according to the act of Congress aforesaid."

2. "The laying out of the plan and streets of the city; the authority of the Government over them."

Answer. The plan of the city of Washington, as it has been laid out within the District of ten miles square, was placed before Congress on the 15th of December, 1789, by President Washington, and the

ed authority over the "plan and streets of the city"
 f May, 1820, when the act of incorporation gave the au-
 rporate authorities of Washington. The paper marked
 opinion of the Attorney-General on the subject.
 unt at all times expended by the Government on the

expenditures of the Government for the improvement
 ere as follows:

ay from Georgetown to the Capitol	\$10,000 00
ennsylvania avenue	13,466 69
opening streets and avenues	3,000 00
nd foot-pavements	5,000 00
ments between the Capitol and executive offices	5,000 00
the Capitol	3,018 00
ng the President's square	1,080 00
led stone on Pennsylvania avenue	62,000 00
s and improving the walk on Pennsylvania avenue ...	1,848 00
uding claims for work done on Pennsylvania avenue..	3,700 11½
-pavements	3,770 00
id and dust from Pennsylvania avenue	143 70
venue in repair for one year	400 00
rth end of Tiber bridge	1,145 41
penditure for work done on Pennsylvania avenue	22,791 01
to sundry persons for graduation, filling up, and im-	
nd avenues	3,562 75
	<u>208,925 67½</u>

e amount paid from the beginning of the Government
 y, and not for its own accommodation."

expenditures of the Government for the city of Wash-
 follows:

rt-house for circuit court	\$10,000 00
me	1,116 00
	<u>\$11,116 00</u>
il in Washington	5,800 00
il in Washington	5,906 00
il in Washington	5,000 00
	<u>16,706 00</u>
in the District of Columbia	40,000 00
in the District of Columbia	15,390 00
in the District of Columbia	22,387 97
in the District of Columbia	27,000 00
in the District of Columbia	36,360 00
in the District of Columbia	38,500 00
in the District of Columbia	14,436 00
	<u>221,896 63</u>
the streets	<u>208,925 67½</u>
	<u>430,822 30½</u>

unt of land received by the Government."

number of building-lots assigned to the United States,
 with the original proprietors, was 10,136.

received for land sold by the Government."

e amount of sales for lots sold up to this day is

e of lots unsold."

Answer. The value of the lots unsold, by the assessment (which is considered a fair valuation,) is \$109,221.84. This, includes 236 lots in dispute.

8. "The value of lots given away."

Answer. There have been given to—

The Washington City Orphan Asylum lots valued at
 St. Vincent's Female Orphan Asylum of Washington, under the direction
 the Sisters of Charity, lots valued at
 The Columbian College lots valued at
 The Georgetown College lots valued at

9. "Paid by the Government to original proprietors."

Answer. The "reservations" of entire squares or larger square ground were seventeen in number, and contained five hundred forty-one acres, one rood, and thirty-nine perches. For these the Government paid at the rate of \$66 $\frac{2}{3}$ per acre, amounting to the sum of \$36,099.

10. "Expended by Government on public buildings and improvements, up to the burning of the Capitol, and what since."

Answer. The expenses on the public buildings, up to 1814, are as follows:

On the wings of the Capitol, previous to their destruction in 1814
 On the President's House, previous to its destruction in 1814
 On the public offices, previous to their destruction in 1814

From 1814 to 1830. Expended by the Government on the public buildings and improvements connected with them since 1814:

Rebuilding the wings of the Capitol	\$687, 126 00
Rebuilding the President's House, including two porticos ..	301, 496 25
Rebuilding the public offices	68, 317 00
Erecting entire building of the Capitol	957, 647 36
	<hr/> \$2, 014, 586 61
1831. Improving grounds around the Capitol	
1831. Finishing gates and fences	
1831. Planting and improving grounds at the President's House	
1832. Inclosing ground attached to the Treasury Department	
1832. Improving grounds at the President's House	
1832. Conducting water in pipes to the executive buildings	
1832. Conveying water in pipes to the Capitol	
1832. Repairs to the library	
1832. Alterations and repairs of the Capitol	
1832. Alterations and repairs at the President's House	
1832. Alterations and repairs in the Hall of Representatives	
1833. For pedestal, wall-coping, and iron-railing fence, north front of the President's House	
1833. Improving Capitol square	
1833. Regulating the ground and planting south of the President's House	
1833. Constructing reservoirs and fountains at the public offices and President's House, and inclosing fountain square	
1834. Erecting wooden fence for northeast executive building	
1834. Laying pipes to drain east and west reservoirs	
1834. Planting trees and improving President's square	
1834. Completing water-works at the President's House	
1834. Paving foot way and making a gravel carriage way north front of the President's House	

1834. Constructing an ornamental hydrant of marble at the west fountain of the Capitol	\$1,022 00
1834. Alterations and repairs of the Capitol, including the new covering of the center dome	5,290 33½
	<hr/>
	2,127,800 00½
Add expenditures up to 1814	1,214,292 98
	<hr/>
Total	3,342,093 92½
	<hr/>

I am, sir, with great respect, your obedient servant,

W. NOLAND,

Commissioner of Public Buildings.

WILLIAM A. BRADLEY, Esq.,

Mayor of the City of Washington.

B.

UNFUNDED DEBT OF THE CORPORATION.

First Ward:		
Amount due the branch bank	\$1,250 00	
Amount of certificates of stock issued	6,795 51	
	<hr/>	\$11,045 51
Second Ward:		
Amount due the branch bank	9,500 00	
Amount of certificates of stock issued	10,856 42	
	<hr/>	20,356 42
Third Ward:		
Amount due the branch bank	5,050 00	
Amount of certificates of stock issued	24,342 41	
	<hr/>	29,392 41
Fourth Ward:		
Amount of certificates of stock issued		8,716 32
Fifth Ward:		
Amount of certificates of stock issued		4,823 52
Sixth Ward:		
Amount of certificates of stock issued		5,806 59
General fund:		
Amount due the branch bank	5,500 00	
Amount of certificates of stock issued	38,408 25	
	<hr/>	43,908 25
Total amount of the unfunded debt		124,049 02
Sinking-fund—amount of certificates of stock issued		44,113 60
Lottery stock—amount of certificates of stock issued		197,181 84
Amount of certificates of stock issued for the purchase of the Washington Canal		50,000 00
Amount of certificates of stock issued for the completion of the Washington Canal		57,000 00
Amount of due bills now in circulation		51,441 00
Amount of the Holland loan		1,000,000 00
Amount borrowed to make up the deficiency on the same		250,000 00
Amount due for interest on the several stocks		18,191 08
Amount due for salaries, including the amount due the asylum and the public schools		7,370 60
Amount due for oil and lighting lamps during the last winter		2,095 45
Amount of appropriations for work done, including the erection and repairs of pumps, estimated at		5,000 00
	<hr/>	
Total amount of debt		1,806,442 59
	<hr/>	

All of which is respectfully submitted.

WM. HEWETT,
Register.

UNITED STATES TO BOARD OF PUBLIC WORKS, FOR WORK DONE ON
PENNSYLVANIA AVENUE NORTHWEST, FROM TWENTY-FIRST STREET TO
CREEK.

10,000 square yards grading, at 40 cents.....	\$4,000 00
2,950 linear feet curbing, at \$1.50.....	4,425 00
6,886 square yards sidewalks, at \$1.....	6,886 00
10,640 square yards wood pavement, at \$3.50.....	37,240 00
20,390 square yards taking up cobble, at 20 cents.....	4,078 00

Pennsylvania avenue east, at intersection of First, Second, and Third :

1,300 linear feet curbing, at \$1.50.....	1,950 00
1,950 square yards sidewalks, at \$1.....	1,950 00
6,666 square yards wood pavement, at \$3.50.....	23,331 00

Reservation on Pennsylvania avenue east, from Fourth to Sixth streets east :

6,596 linear feet curbing, at \$1.50.....	9,894 00
11,206 cubic yards grading, at 40 cents.....	4,482 40
3,932 square yards sidewalks, at \$1.....	3,932 00
15,590 square yards wood pavement, at \$3.50.....	54,565 00
9,287 square yards parking, at 50 cents.....	4,643 50
Sewer and water service.....	2,886 58

Reservation on Pennsylvania avenue east, from Seventh to Ninth streets east :

6,596 linear feet curbing, at \$1.50.....	9,894 00
11,206 cubic yards grading, at 40 cents.....	4,482 40
3,932 square yards sidewalks, at \$1.....	3,932 00
15,590 square yards wood pavement, at \$3.50.....	54,565 00
9,287 square yards parking at 50 cents.....	4,643 50
Sewer and water service.....	2,886 58

*Fifteenth street northwest, from New York avenue to North B street ; North B street
Fifteenth to Seventeenth street northwest ; Seventeenth street northwest, from
avenue to North B street :*

33,009 cubic yards grading, at 40 cents.....	13,200 00
1,450 linear feet curbing, at \$1.50.....	2,175 00
3,222 square yards sidewalks, at \$1.....	3,222 00
5,370 square yards wood pavement, at \$3.50.....	18,795 00

Columbia Hospital :

1,296 square yards wood pavement, at \$3.50.....	4,736 00
4,680 square yards brick pavement, at \$1.....	4,680 00
1,950 linear feet curbing, at \$1.50.....	2,924 00

Intersection of Pennsylvania avenue and K street, (east and west :) :

3,800 square yards wood pavement, at \$3.50.....	13,300 00
3,200 linear feet sewer, at \$4.....	12,800 00
1,200 linear feet curbing, at \$1.50.....	1,800 00
1,800 square yards brick pavement, at \$1.....	1,800 00

Reservation at Twenty-fifth and Twenty-sixth streets and Pennsylvania avenue

824 square yards wood pavement, at \$3.50.....	2,884 00
750 square yards brick pavement, at \$1.....	750 00
600 linear feet curbing, at \$1.50.....	900 00

P street Circle, at intersection of Nineteenth street :

6,683 square yards asphalt pavement, at \$3.20.....	21,385 60
1,153 linear feet curbing, at \$1.50.....	1,669 00
1,912 square yards brick pavement, at \$1.....	1,912 00
1,289 linear feet sewer, at \$5.....	6,445 00

Intersection of Sixteenth and N streets, (Scott's statue :)

ds grading, at 40 cents.....	\$12,400 00	
t curbing, at \$1.50.....	1,920 00	
.....	2,284 00	
ds carriage-way, at \$3.50.....	25,404 00	
	<hr/>	\$42,008 00

New York avenue, between Eighteenth and Nineteenth streets :

curbing, at \$1.50.....	1,839 00	
ds brick sidewalks, at \$1.....	1,839 00	
ds carriage-way, at \$3.50.....	19,442 00	
	<hr/>	23,120 00

thwest, from B street north to B street south :

ds grading, at 40 cents.....	15,200 00	
t curbing, at \$1.50.....	4,237 50	
ds carriageway, at \$1.50.....	21,444 00	
ds sidewalk, at \$1.....	6,950 00	
	<hr/>	47,831 50

e, from Sixth to Third streets :

ds grading, at 40 cents.....	3,972 80	
ds sidewalk, at \$1.....	2,397 00	
t curbing, at \$1.50.....	1,896 00	
ds carriage-way, (cobble,) at 55 cents.....	1,123 65	
ds carriage-way, (wood,) at \$3.50.....	7,154 00	
(less $\frac{1}{2}$ sewer, at \$12.68.....	15,583 72	
	<hr/>	32,107 17

from Sixth to Third streets:

ds grading, at 40 cents.....	3,972 80	
ds sidewalk, at \$1.....	2,397 09	
t curbing, at \$1.50.....	1,896 00	
ds carriage-way, at 55 cents.....	2,247, 85	
	<hr/>	10,493 65

New Jersey avenues :

New Jersey avenues.....		7 510 00
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oting-sewer :

t sewer, at \$20.86.....	46,935 00	
t sewer, at \$12.35 }.....	38,805 15	
t sewer, at \$20.86 }.....		
	<hr/>	85,740 15

on Thirteenth street :

ds wood pavement, at \$3.50.....	23,391 00	
t curbing, at \$1.50.....	1,669 00	
ds brick pavement, at \$1.....	1,912 00	
t sewer, at \$5.....	6,445 00	
	<hr/>	33,417 00

re :

t curbing, at \$1.50.....	3,076 50	
ds flagging, at \$4.50.....	7,272 00	
ds wood pavement, at \$3.50.....	3,969 00	
ds carriage-way, at \$3.20.....	19,769 60	
	<hr/>	34,087 00

re :

ds wood pavement, (north side,) at \$3.50...	11,648 00	
t curbing, at \$1.50.....	2,388 00	
ds concrete pavement, (east side,) at \$3.20...	5,603 20	
ds concrete pavement, (south side,) at \$3.20...	8,521 60	
nt.....	2,388 00	
	<hr/>	30,548 80

Square, (old Northern Liberty market site:)

t curbing, at \$1.50.....	11,980 50	
ds sidewalk, at \$1.....	5,634 00	

10,000 square yards carriage-way, (in part included in Ninth street,) at \$3.20.....	\$32,000 00
Fountain	3,000 00
Parking	5,000 00

United States Patent-Office :

2,612 square yards carriage-way, (west side of Ninth street,) at \$3.50.....	9,142 00
900 linear feet curbing, at \$1.50.....	1,350 00

United States Post-Office :

1,111 square yards carriage-way on E street, at \$3.50.....	3,888 50
2,217 square yards carriage-way on Eighth street, at \$3.50..	7,759 50
11,200 cubic yards grading, at 40 cents.....	4,480 00

Seventh street, from B north to B south :

3,541 linear feet curbing, at \$1.50.....	5,311 50
6,687 square yards brick pavement, at \$1.....	6,687 00
10,543 square yards carriage-way, at \$3.50.....	36,950 00

Seventh street northwest, between Pennsylvania avenue and C street :

2,147 square yards carriage-way, at \$3.50.....	
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City Hall reservations :

2,582 square yards concrete pavement on G street, at \$3.20..	8,262 40
754 linear feet curbing on G street, at \$1.50.....	1,131 00
1,010 square yards brick pavement on G street, at \$1.....	1,010 00
754 linear feet sewer on G street, at \$5.....	3,770 00

4,316 square yards concrete pavement on Fourth street, at \$3.20.....	13,491 20
1,638 square yards brick pavement on Fourth street, at \$1....	1,638 00
1,443 square yards parking on Fourth street, at 50 cents....	721 50
1,240 linear feet curbing on Fourth street, at \$1.50.....	1,860 00

4,216 square yards concrete pavement on Fifth street, at \$3.20	13,491 20
1,638 square yards brick pavement on Fifth street, at \$1.....	1,638 00
1,443 square yards parking on Fifth street, at 50 cents.....	721 50
1,240 linear feet curbing on Fifth street, at \$1.50.....	1,860 00

1,100 linear feet sewer on Fourth street, at \$5.....	5,500 00
1,100 linear feet sewer on Fifth street, at \$5.....	5,500 00

Tiber Creek sewer, through and on west side of Botanical Garden :

625 linear feet, at \$102.50.....	
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Reservation corner of Ninth and C streets and Pennsylvania avenue :

697 linear feet 8-inch curbing, at \$1.50.....	1,045 50
1,760 square yards sidewalk, at \$1.....	1,760 00
Fountain	3,000 00
2,815 square yards carriage-way, at \$3.10.....	8,416 50

Reservation Seventh street and Virginia avenue :

3,347 3-7 square yards wood pavement, at \$3.50.....	
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Stanton Place :

2,084 linear feet 8-inch granite curbing, at \$1.50.....	3,126 00
3,126 square yards brick pavement, at \$1.....	3,126 00
27,780 cubic yards grading.....	11,112 00

Marine-barracks :

4,270 square yards grading, at 40 cents.....	1,708 00
740 linear feet curbing, at \$1.50.....	1,110 00
692 linear feet sewers, at \$5.....	3,460 00
1,845 square yards sidewalk, at \$1.....	1,845 00
3,558 square yards carriage-way, at \$3.50.....	12,558 00

Providence Hospital and square:

23,000 cubic yards grading, at 40 cents.....	\$9,200 00	
1,300 linear feet curbing, at \$1.50.....	1,950 00	
400 linear feet sewer, at \$6.....	2,400 00	
		<hr/>
		\$13,550 00

Roads in county:

First legislative district, east of Lincoln avenue and Bunker Hill road.....	120,111 23	
Second legislative district, west of Lincoln avenue and Bunker Hill road.....	214,340 24	
		<hr/>
	334,451 47	

Twenty per cent. of the above..... 66,890 29

Winder's Building, Seventeenth and F Streets, balance:

778 square yards wood pavement, at \$3.50.....	2,723 00	
240 linear feet 8-inch granite curbing, at } \$1.50.....	582 00	
148 linear feet 8-inch granite curbing, at }		
667 square yards asphalt, (Seventeenth street).....		
12,000 cubic yards grading, at 40 cents.....	4,800 00	
		<hr/>
		\$,105 00

National Soldiers' and Sailors' Home:

180 linear feet 5-inch granite curbing, at \$1.50.....	270 00	
600 square yards asphalt.....	2,100 00	
300 square yards sodding at 50 cents.....	180 00	
3,000 cubic yards grading, at 40 cents.....	1,200 00	
150 linear feet sewer, at \$6.....	900 00	
		<hr/>
		4,650 00

Ohio avenue—reservation west side of Thirteenth street, and C and Fourteenth streets:

274 square yards brick pavement, at \$1.....	774 00	
630 linear feet curbing, at \$1.50.....	845 00	
2,332 square yards wood pavement, at \$3.50.....	8,162 00	
		<hr/>
		9,780 00

Marine Hospital:

900 linear feet curbing, at \$1.50.....	1,350 00	
1,350 square yards brick pavement, at \$1.....	1,350 00	
		<hr/>
		2,700 00

White House:

114 linear feet of Seneca stone steps, at 70 cents.....		79 80
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Reservation on Massachusetts avenue, between Eleventh and Twelfth:

3,239 square yards wood pavement, at \$3.50.....	11,336 50	
712 linear feet curbing, at \$1.50.....	1,068 00	
1,053 square yards brick pavement, at \$1.....	1,053 00	
2,777 square yards parking, at 50 cents.....	1,388 50	
		<hr/>
		14,846 00

Reservation on Massachusetts avenue, between Tenth and Eleventh streets:

3,280 square yards wood pavement, at \$3.50.....	12,180 00	
724 linear feet curbing, at \$1.50.....	1,113 00	
1,098 square yards brick pavement, at \$1.....	1,098 00	
3,456 square yards parking, at 50 cents.....	1,728 00	
		<hr/>
		16,119 00

Reservation on Massachusetts avenue, between Fifth and Sixth streets:

1,652 square yards wood pavement, at \$3.50.....	5,782 00	
314 linear feet curbing, at \$1.50.....	471 00	
523 square yards brick pavement, at \$1.....	523 00	
		<hr/>
		6,776 00

Reservation on Massachusetts avenue, between Third and Fourth streets:

377 square yards concrete pavement, at \$3.20.....	1,389 50	
3,068 square yards wood pavement, at \$3.50.....	10,738 00	
634 linear feet curbing, at \$1.50.....	1,026 00	
920 square yards brick pavement, at \$1.....	920 00	
1,480 square yards parking, at 50 cents.....	740 00	
		<hr/>
		14,813 50

Reservation on Market Space :

2,240 square yards wood pavement, at \$3.50	\$7,840 00
453 square yards brick pavement, at \$1.....	453 00
240 linear feet curb reset.....	72 00

Reservation on Twentieth street and Pennsylvania avenue :

533 square yards wood pavement, at \$3.50	1,865 50
118 linear feet curbing, at \$1.50	177 00
157 square yards brick pavement, at \$1	157 00

H street, between Pennsylvania avenue and Nineteenth street :

1,185 square yards concrete pavement, at \$3.20	3,792 00
270 linear feet curbing, at \$1.50	405 00
360 square yards brick pavement, at \$1.....	360 00

Nineteenth street, between H and Pennsylvania avenue :

555 square yards concrete pavement, at \$3.20.....	1,776 00
120 linear feet curbing, at \$1.50.....	180 00
160 square yards brick pavement, at \$1.....	160 00

Ninth-street triangular reservation, north of market :

2,306 square yards wood pavement, at \$3.50.....	8,071 00
386 linear feet curbing, at \$1.50.....	579 00
515 square yards flagging, at \$4.50.....	2,317 50
755 square yards parking, at 50 cents.....	377 50

Four-and-a-half street, from Maine avenue to Missouri avenue :

3,200 square yards MacAdam pavement, at \$1.50.....	4,800 00
1,160 linear feet curbing, at \$1.50.....	1,740 00
2,577 square yards brick pavement, at \$1.....	2,577 00

Third street, from Pennsylvania avenue to Maryland avenue :

3,593 square yards wood pavement, at \$3.50..	12,575 50
1,010 linear feet curbing, at \$1.50.....	1,515 00
2,244 square yards brick pavement, at \$1.....	2,244 00

Government Printing-Office :

3,075 square yards wood pavement, at \$3.50.....	10,762 50
532 linear feet curbing, at \$1.50.....	798 00
832 square yards brick pavement, at \$1.....	832 00

Total..... 1,8

ESTIMATED COST OF THE WORK DONE BY AND UNDER CONTRACT WITH
BOARD FOR THE IMPROVEMENT OF THE AVENUES IN THE
WASHINGTON, D. C.

Pennsylvania avenue.....	
Maryland avenue.....	
Virginia avenue.....	
Vermont avenue.....	
Louisiana avenue.....	
South Carolina avenue.....	
North Carolina avenue.....	
Delaware avenue.....	
Ohio avenue.....	
New Jersey avenue.....	
Rhode Island avenue.....	
Maine avenue.....	
New Hampshire avenue.....	
New York avenue.....	
Massachusetts avenue.....	
Missouri avenue.....	
Connecticut avenue.....	

ESTIMATE OF THE COST TO COMPLETE THE IMPROVE-
THE AVENUES, ETC., IN THE CITY OF WASHINGTON, D. C.

e :

New York avenue, (120 feet wide,) sewer, curb, ent, MacAdam pavement, and parking.....	\$76,245 00	
avenue to Seventeenth street, (120 feet wide,) .. brick pavement, MacAdam pavement, and park-	38,513 50	
outh to Reservation 17, (160 feet wide,) sewer, vment, MacAdam pavement, and parking. ..	127,237 50	
street east to Georgia avenue, (160 feet wide,) .. brick pavement, MacAdam pavement, and park-	67,860 00	
avenue to river, (160 feet wide,) sewer, curb, nt, MacAdam pavement, and parking.....	38,062 50	
	<hr/>	\$347,918 50

re avenue :

Virginia avenue, (120 feet wide,) sewer, curb, nt, MacAdam pavement, and parking.....	21,460 00	
avenue to river, (120 feet wide,) sewer, curb, nt, MacAdam pavement, and parking.....	25,610 50	
nia avenue to P street circle, (120 feet wide,) .. brick pavement, MacAdam pavement, and park-	52,198 00	
ircle to boundary, (120 feet wide,) sewer, curb, nt, MacAdam pavement, and parking.....	77,613 50	
	<hr/>	178,982 50

ue :

ates Observatory to Nineteenth street west,) sewer, curb, brick pavement, wood pave- king.....	64,734 20	
h street to Seventeenth street west, (160 feet curb, brick pavement, wood pavement, and	12,256 78	
itol street to boundary, (130 feet wide,) sewer, vment, MacAdam pavement, and parking....	25,806 00	
	<hr/>	102,796 88

ue :

h-street circle to Thirteenth street, (130 feet curb, brick pavement, wood pavement, and	34,977 60	
h-street circle to boundary, (130 feet wide,) .. brick pavement, MacAdam pavement, and park-	63,981 60	
	<hr/>	98,959 20

venue :

et to New Jersey avenue, (130 feet wide.) brick pavement, McAdam pavement, and park-	35,411 20	
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venue :

sey avenue to Fourth street east, (160 feet curb, brick pavement, wood pavement, and	123,225 00	
et east to Eleventh street east, (160 feet wide,) .. brick pavement, wood pavement, and parking. ..	67,320 80	
h street east to Reservation 13, (160 feet wide,) .. brick pavement, McAdam pavement, and park-	74,167 50	
	<hr/>	264,714 30

ue :

Virginia avenue, ((160 feet wide,) sewer, curb, nt, Belgian pavement, and parking.....	82,807 20	
avenue to Capitol grounds, (160 feet wide,) .. brick pavement, Belgian pavement, and park-	100,551 60	

From First street east to Fourth street, (160 feet wide,) sewer, curb, brick pavement, concrete pavement, and parking.....	\$27,258 00	
From Sixth street east to Boundary, (160 feet wide,) sewer, curb, brick pavement, concrete pavement, and parking.....	160,185 00	
		\$370,801 80

New Jersey avenue :

From B street north to Massachusetts avenue, (160 feet wide,) sewer, curb, brick pavement, wood pavement, and parking.....	77,878 20	
From Massachusetts avenue to New York avenue, (160 feet wide,) sewer, curb, brick pavement, wood pavement, and parking.....	73,935 00	
From New York avenue to Boundary, (160 feet wide,) sewer, curb, brick pavement, wood pavement, and parking.....	108,766 60	
		260,579 80

Delaware avenue :

From Arsenal to Virginia avenue, (160 feet wide,) sewer, curb, brick pavement, McAdam pavement, and parking.....	86,347 50	
From Virginia avenue to Capitol grounds, (160 feet wide,) sewer, curb, brick pavement, McAdam pavement, and parking.....	35,235 00	
From Capitol grounds to Massachusetts avenue, (160 feet wide,) sewer, curb, brick pavement, wood pavement, and parking.....	49,290 00	
From Massachusetts avenue to Boundary, (160 feet wide,) sewer, curb, brick pavement, wood pavement, and parking.....	90,480 00	
		261,352 50

Pennsylvania avenue :

From Ninth street to Eastern Branch, (160 feet wide,) sewer, curb, brick pavement, wood pavement, and parking.....	123,225 00	
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Georgia avenue :

From navy-yard gate to Pennsylvania avenue, (160 feet wide,) sewer, curb, brick pavement, McAdam pavement, and parking.....	62,005 00	
From Pennsylvania avenue to Reservation 13, (160 feet wide,) sewer, curb, brick pavement, McAdam pavement, and parking.....	53,505 00	
From James Creek canal to Sixth street east, (160 feet wide,) sewer, curb, brick pavement, McAdam pavement, and parking.....	64,162 00	
		179,672 50

Tennessee avenue :

From Lincoln Square to Boundary, (120 feet wide,) sewer, curb, brick pavement, McAdam pavement, and parking.....	57,868 00	
--	-----------	--

North Carolina avenue :

From New Jersey avenue to Fourth street east, (160 feet wide,) sewer, curb, brick pavement, wood pavement, McAdam pavement, and parking.....	56,519 20	
From Sixth street east to Eleventh street, (160 feet wide,) sewer, curb, brick pavement, wood pavement, and parking.....	67,363 00	
From Thirteenth street east to Boundary, (160 feet wide,) sewer, curb, brick pavement, McAdam pavement, and parking.....	42,512 50	
		166,294 70

South Carolina avenue :

From Reservation 17 to Seventh street east, (160 feet wide,) sewer, curb, brick pavement, wood pavement, and parking.....	66,705 80	
From Ninth street east to Massachusetts avenue, (160 feet wide,) sewer, curb, brick pavement, wood pavement, and parking.....	90,365 00	
		157,070 80

Kentucky avenue :

From Lincoln Square to South Carolina avenue, (120 feet wide,) sewer, curb, brick pavement, McAdam pavement, and parking.....	21,896 00	
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From South Carolina avenue to Georgia avenue, (120 feet wide,) sewer, curb, brick pavement, McAdam pavement, and parking.....	\$39,295 50
From Georgia avenue to Eastern Branch, (120 feet wide,) sewer, curb, brick pavement, McAdam pavement, and parking.....	15,835 50
	<u>\$77,027 00</u>
Total.....	<u>2,650,702 78</u>

STATEMENT OF PAYMENTS MADE BY THE UNITED STATES TO THE BOARD OF PUBLIC WORKS UNDER ACT APPROVED JUNE 10, 1872, CERTIFIED TO BY THE OFFICER IN CHARGE OF THE PUBLIC BUILDINGS AND GROUNDS, AS REQUIRED BY THE ABOVE ACT.

For work done on Lafayette Square—	
5,719 square yards concrete pavement, (no deduction,) at \$3.20....	\$18,300 80
Street crossings—Lafayette Square—	
582 square yards concrete pavement, (no deduction,) at \$3.20.....	1,862 40
Opposite War Department and Treasury Department, on Pennsylvania avenue—	
5,885 square yards concrete pavement, less one-sixth, chargeable to adjoining property.	
4,994 square yards, at \$3.20.....	15,692 80
Madison and Jackson Squares—	
4,658½ square yards concrete pavement, less one-sixth, chargeable to adjoining property.	
3,882 square yards, at \$3.20.....	12,422 40
Sidewalks 20 feet wide.	
227 square yards brick pavement, at 80 cents.....	181 60
Sidewalks 17 feet wide.	
1,724½ square yards brick pavement, at 80 cents.....	1,379 37
1,673 linear feet curbing, at \$1.20.....	2,007 60
Scott Square—	
7,414½ square yards concrete pavement, less one-sixth, chargeable to adjoining property.	
6,178 square yards, at \$3.20.....	19,769 60
1,361 square yards wood pavement, less one-sixth, chargeable to adjoining property.	
1,134 square yards, at \$3.70.....	4,195 80
1,616 square yards brick pavement, at 80 cents.....	1,292 80
2,051 linear feet curbing, at \$1.20.....	2,461 20
Franklin Square—	
2,695 square yards wood pavement, less one-sixth, chargeable to adjoining property.	
2,246 square yards, at \$3.70.....	8,310 20
War Department—	
3,986 square yards concrete pavement, less one-sixth, chargeable to adjoining property.	
3,321½ square yards, at \$3.20.....	10,628 80
Circle, Fourteenth street and Massachusetts avenue—	
4,545 square yards wood pavement, at \$3.10.....	14,089 50
Seventeenth street, west of New York avenue, to E street—	
2,564 square yards MacAdam pavement, less one-sixth, chargeable to adjoining property.	
2,136½ square yards, at \$1.50.....	3,205 00
Reservation corner Pennsylvania avenue and Twenty-first street—	
3,310 square yards wood pavement, less one-sixth, chargeable to adjoining property.	
2,758 square yards, at \$3.70.....	10,204 60
1,582 square yards MacAdam pavement, less one-sixth, chargeable to adjoining property.	
1,318 square yards, at \$1.50.....	1,977 00
665 square yards concrete pavement, less one-sixth, chargeable to adjoining property.	
554 square yards, at \$3.20.....	1,772 80
642 linear feet curbing, at \$1.20.....	974 40

Reservation corner Pennsylvania avenue and Twentieth street—

2,575 square yards wood pavement, less one-sixth, chargeable to adjoining property.

2,144 square yards, at \$3.70

1,662.2 square yards Seneca pavement, less one-sixth, chargeable to adjoining property.

1,385 square yards, at \$1.50

666 linear feet curbing, at \$1.20

957 square yards brick pavement, at 80 cents

Reservation corner Pennsylvania avenue and Nineteenth street—

3,063 square yards wood-pavement, less one-sixth, chargeable to adjoining property:

2,553 square yards, at \$3.70

723 square yards brick sidewalk, at 80 cents

829 linear feet of curbing, at \$1.20

Reservation corner Pennsylvania avenue and Eighteenth street—

2,754 square yards wood-pavement, less one-sixth, chargeable to adjoining property:

2,295 square yards, at \$3.70

3,151 square yards concrete pavement, less one-sixth, chargeable to adjoining property:

2,626 square yards, at \$3.26

1,224 square yards brick pavement, at 80 cents

810 linear feet curbing, at \$1.20

Reservation on New York avenue, at the church—

2,506 square yards concrete pavement, less one-sixth, chargeable to adjoining property:

2,089 square yards, at \$3.20

308 square yards tar sidewalk, at \$2.35

169 square yards brick sidewalk, at 80 cents

371 linear feet curbing, at \$1.20

Reservation corner New York avenue and Twelfth street—

3,326 square yards concrete pavement, less one-sixth, chargeable to adjoining property:

2,772 square yards, at \$3.20

445 square yards tar sidewalk, at \$2.35

488 square yards brick pavement, at 80 cents

696 linear feet curbing, at \$1.20

Reservation New York avenue, corner Tenth street—

281.4 square yards concrete pavement, less one-sixth, chargeable to adjoining property:

234½ square yards, at \$3.20

Total

For filling canal

Proposed nomenclature of streets.

STREETS RUNNING FROM NORTH TO SOUTH.

<i>Present number.</i>	<i>Proposed number.</i>
28. Twenty-eighth street west	1. First street
27. Twenty-seventh street west	2. Second street
26. Twenty-sixth street west	3. Third street
25. Twenty-fifth street west	4. Fourth street
24. Twenty-fourth street west	5. Fifth street
23. Twenty-third street west	6. Sixth street
22. Twenty-second street west	7. Seventh street
21. Twenty-first street west	8. Eighth street
20. Twentieth street west	9. Ninth street
19. Nineteenth street west	10. Tenth street
18. Eighteenth street west	11. Eleventh street
17. Seventeenth street west	12. Twelfth street
16. Sixteenth street west	13. Thirteenth street
15. Fifteenth street west	14. Fourteenth street
14. Fourteenth street west	15. Fifteenth street
13. Thirteenth street west	16. Sixteenth street
12. Twelfth street west	17. Seventeenth street

<i>Present number.</i>	<i>Proposed number.</i>
11. Eleventh street west.....	18. Eighteenth street.
10. Tenth street west.....	19. Nineteenth street.
9. Ninth street west.....	20. Twentieth street.
8. Eighth street west.....	21. Twenty-first street.
7. Seventh street west.....	22. Twenty-second street.
6. Sixth street west.....	23. Twenty-third street.
5. Fifth street west.....	24. Twenty-fourth street.
4. Four-and-a-half street west.....	25. Twenty-fifth street.
4. Fourth street west.....	26. Twenty-sixth street.
3. Third street west.....	27. Twenty-seventh street.
2. Second street west.....	28. Twenty-eighth street.
1. First street west.....	29. Twenty-ninth street.
1. First street east.....	30. Thirtieth street.
2. Second street east.....	31. Thirty-first street.
3. Third street east.....	32. Thirty-second street.
4. Fourth street east.....	33. Thirty-third street.
5. Fifth street east.....	34. Thirty-fourth street.
6. Sixth street east.....	35. Thirty-fifth street.
7. Seventh street east.....	36. Thirty-sixth street.
8. Eighth street east.....	37. Thirty-seventh street.
9. Ninth street east.....	38. Thirty-eighth street.
10. Tenth street east.....	39. Thirty-ninth street.
11. Eleventh street east.....	40. Fortieth street.
12. Twelfth street east.....	41. Forty-first street.
13. Thirteenth street east.....	42. Forty-second street.
14. Fourteenth street east.....	43. Forty-third street.
15. Fifteenth street east.....	44. Forty-fourth street.
16. Sixteenth street east.....	45. Forty-fifth street.
17. Seventeenth street east.....	46. Forty-sixth street.
18. Eighteenth street east.....	47. Forty-seventh street.
19. Nineteenth street east.....	48. Forty-eighth street.
20. Twentieth street east.....	49. Forty-ninth street.
21. Twenty-first street east.....	50. Fiftieth street.
22. Twenty-second street east.....	51. Fifty-first street.
23. Twenty-third street east.....	52. Fifty-second street.
24. Twenty-fourth street east.....	53. Fifty-third street.
25. Twenty-fifth street east.....	54. Fifty-fourth street.
26. Twenty-sixth street east.....	55. Fifty-fifth street.
27. Twenty-seventh street east.....	56. Fifty-sixth street.
28. Twenty-eighth street east.....	57. Fifty-seventh street.
29. Twenty-ninth street east.....	58. Fifty-eighth street.
30. Thirtieth street east.....	59. Fifty-ninth street.
31. Thirty-first street east.....	60. Sixtieth street.

STREETS RUNNING FROM EAST TO WEST.

Streets north of the Capitol.

Adams.
Benton.
Clay or Clinton.
Douglas.
Everett.
Franklin.
Gallatin.
Hamilton.
Jefferson.
Kent.
Lincoln.
Marshall.
Nelson.
Otis.
Peabody.
Quincy.
Randolph.
Story.
Tompkins.
Upshur.
Van Buren.
Webster.

Streets south of the Capitol.

Anderson.
Bainbridge.
Chauncey.
Decatur.
Ellsworth.
Farragut.
Grant.
Harrison.
Jackson.
Knox.
Lawrence.
Marion.
Nash or Nicholson.
Overton.
Perry.
Quitman.
Rodgers.
Scott.
Taylor.
Union.
Van Ness.
Warren.

REPORT
OF
WATER-REGISTRAR.

REPORT OF WATER-REGISTRAR.

WATER-REGISTRAR'S OFFICE, DISTRICT OF COLUMBIA,
Washington, November, 1872.

has the honor to submit the following report of the operation of the water department from October 1, 1871, to November 1, 1872:

WATER-MAINS.

The length of the water-mains laid by the water department from July, 1859, to October, 1871, is 367,523 feet = 69,607 miles.

From October 1, 1871, to November, 1872, there was laid—

..... 70,218 feet = 13.298 miles.
..... 25,178 feet = 4.769 miles.

..... 95,396 feet = 18.067 miles.

By the legislature there was laid, under direction of General Engineer Washington Aqueduct—

..... 21,963 feet = 4.16 miles.
..... 1,750 feet = 0.331 miles.
..... 4,100 feet = 0.776 miles.

..... 27,813 feet = 5.267 miles.

The total length of mains laid by the Washington Aqueduct is 88,198 feet = 1.65 miles.

The population of Georgetown laid in that city 55,000 feet = 1.04 miles of water-mains.

The total length of distributing-pipes now in use within the District of Columbia to be 634,920 feet = 120.243 miles.

Summary of mains laid.

	4-inch.	6-inch.	8-inch.	10-inch.	12-inch.	30-inch.	30-inch.	36-inch.	Total.
Met. July, 1871.		340	2,047	4,525	51,493	5,137	25,616		89,188
October, 1871.									367,523
City of	25,178	70,218							95,396
Laid Gen. chief engineer.						4,100	1,750	21,963	27,813
									634,920
									120.243

MAINS LOWERED AND RAISED.

Sixty-three thousand seven hundred and seventy-one feet, equal to 12.077 miles of main pipe, together with the numerous stop-valves and attachments connected therewith, have been lowered and raised to new grade of streets, in the majority of instances without shutting off the water, and with little inconvenience to the public.

This was noticeably so in the case of lowering the 12-inch main on Pennsylvania avenue east, and the 20-inch main on B street, Maine avenue, and Sixth street southwest.

FIRE-PLUGS.

There are 530 fire-plugs in the District, nearly all of the McClelland patent.

During the year we have erected 67 new ones—a majority on new lines, a few to replace old worthless plugs, and the balance on old lines of pipe where the great increase of buildings had created an evident necessity.

We have moved to new curb and re-set 151 fire-plugs.

Number of fire-plugs repaired, 180.

STOP-VALVES AND BOXES.

The total number of stop-valves and boxes in use is 760, all in good order.

During the past year there have been set 99 valves, viz: 79 four-way 6-inch stop-valves; 12 two-way 6-inch stop-valves; 8 four-way 4-inch stop-valves, and 393 new iron boxes, 294 of which were to replace the old wooden ones heretofore in use.

HYDRANTS.

There are now in use 255 public hydrants, 55 in Georgetown, and 200 in Washington.

Of these 72 have been erected during the year.

Ninety-two have been moved and re-set.

The total number of repairs made at various times, such as replacing springs, handles, valves, &c., is 339.

TAPPING WATER-PIPES.

Whole number of water-taps made, 4,415, of which 4,049 were $\frac{3}{4}$ -inch, 275 were $\frac{3}{8}$ -inch, 91 were 1 inch.

WATER-SERVICES.

The whole number of water-services run from main to building-line is 4,285.

Amount of service-pipe used, 171,400 feet=32.462 miles.

METERS.

The total number of water-meters now applied to premises is 45, viz: 1 one-half inch, 23 three-quarter inch, 16 one-inch, 2 two-inch, 3 four-inch.

ent four makers: Ball & Fitts, Tice, Ashcroft, and "Gem,"
 ed to hotels, livery-stables, and breweries.
 ishments are rated at so much per annum, they are useful
 etecting an unusual use or waste of water, and then only
 ; as, notwithstanding the fact that every maker claims
 ular meter a superiority, and is willing to have a "test
 enerally turns out to the satisfaction of all, few, if any,
 test of time and use.
 this, with our immense surplus of water, I doubt the ex-
 ing either the water-taker or the Department for an arti-
 add nothing to its revenues or its usefulness.

LEAKS.

been repaired 401 leaks of all kinds, in service-pipes,
 in street-mains, defective stop-valves, &c.

DRINKING-FOUNTAINS.

ng-fountains for man and beast have been erected at dif-
 of the city. These have proved a great convenience to
 we need many more.

WATER-RENTS.

t collected for water-rents during the past year is
 mber of water-takers now on our books is 8,209, being an
 the previous year of 468.
 as been cut off from 783 houses during the year for non-
 tes. Of this number, 506 have been turned on, leaving a
 still remaining off.
 e lower than in any other city in the Union, yet the law
 h could be amended in some particulars so as to be more
 l.
 rewith statement showing the number of water-takers
 ear, a classification of the same, together with the rates
 various cities named.

WATER SUPPLY.

c water is supplied to Georgetown and Washington cities
 s of 12, 30, and 36 inches diameter.
 ations recently made by Theodore B. Samo, assistant
 hington Aqueduct, to whose courtesy I am indebted for
 n, we find the average supply every twenty-four hours to
 million gallons.
 e is now used and wasted, in the same given time, seven-
 half million gallons.*
 the population of this city and Georgetown at 130,000,
 e over 134 gallons daily to each person in the two cities;
 nce than any other city in the world.

made in July, 1871, showed that we then used twelve million gallons.
 1, pt. 6—4

The following results are deduced from various reports and tables.

Name of city.	Population in 1870.	Gallons of water daily supplied in 1870.	Average gallons to each person.
New York.....	942,541	88,000,000	93
Baltimore.....	267,354	11,340,000	40
Brooklyn.....	396,300	20,000,000	50
Detroit.....	79,580	6,301,783	50
Boston.....	250,526	15,007,700	59
Total.....	1,936,301	140,649,483	72
London, England.....	3,383,002	77,670,834	22

WATER-TAX.

A tax of seven-eighths of one per cent. per square foot is assessed upon all property which binds or touches upon any street in which a main water-pipe has been laid, to defray the expense of laying the same.

This tax is payable in five annual installments, to be collected on the first of July succeeding the levying of said tax, and on the first of each succeeding July, until the whole amount so levied shall be paid; of which installments all after the first bear interest at six per cent., commencing from the date at which the first installment becomes due.

The whole amount may, at the option of the owner of the property, be paid in full at any time after the tax shall have been levied, with a discount of six per cent., if so paid within thirty days.

This law was enacted in 1860, and amended in 1864, and was intended to cover the full cost of water-mains laid, which at the time it did.

But a few years later material and labor advanced; six-inch cast-iron pipe in 1860 was worth \$37 per ton; in 1863, \$48; 1864, \$75; from which time to the present it has fluctuated between \$60 and \$80 per ton.

In addition, this tax was only intended to cover the cost of mains, that of fire-plugs being paid out of the general fund; but by another and subsequent act the latter cost was imposed on the water-fund.

True, an act of December, 1864, provides for an annual fire-plug tax on all buildings situated within 500 feet of any main water-pipe into which water has not been introduced, and the owners or occupants of which do not pay an annual water rate or rent; but this law has never been enforced, and the water fund, in addition to the cost of mains, has expended over forty thousand dollars in the erection of fire-plugs.

The water-tax law is in itself pernicious, as it locks up every year a large amount of capital.

The accompanying statement exhibits the amount of \$189,584.91 as due and to become due for mains laid; and this, too, while we are daily forced, from a lack of means, to refuse applications for the extension of mains.

The remedy, in my opinion, is an immediate change in the law: First, provide that the amounts now due and to become due may be made available; and secondly, tax the actual cost of laying mains on the property benefited, said tax to be payable immediately after the work is completed.

This tax is not an onerous one, and is cheerfully paid by the majority of citizens. This method would give ample means to pipe the whole

few years, and would also avoid the numerous complications which would arise from the change of owners of property during the war.

to the recommendations already made, I add that the
 verment of the water department be so amended as to
 of houses along the line of a main water-pipe to intro-
 water on their premises.

law of other cities, tried and found to be beneficial alike
tenant.

mend that all plumbers be regularly licensed as "Potombers," giving bonds for their observance of all water regulations, and their residence in Washington or George-

Why for this becomes daily more evident, when it is known that many of the leaks in service-pipes, street-washers, &c., arise from carelessness or from the work being done by irresponsible persons, not plumbers. A new system would avoid this, and protect all alike.

GEORGETOWN.

near mains have been lowered and raised to new grade, hydrants erected and repaired at such points as necessary. The water supply in Georgetown differs from that of Washington in source, but not in distribution and arrangement.

tion of the city above the level of 100 feet above tide is the high-service reservoir, (corner High and Road streets,) at tide, the same being fed by a force-main from the pumps at the Rock Creek bridge.

supply from this source is 400,000 gallons in every 24 sufficiency for the use of the people living on these high.

ts are now being made to move the steam-pump to a
on—corner of Market and Fourth.

ne force-pump at Rock Creek, may, in some measure, effect, but it will be but a short time before other and more arrangements will have to be made for supplying this portion

RECEIPTS AND EXPENDITURES.

at herein included shows that the revenues, from October, 1872, from all sources, amount to ninety-four thousand and five dollars and forty-two cents, while the expenditure for the same period foot up one hundred and seventy-two thousand and twenty-three dollars and forty-four cents.

sum, forty thousand four hundred and six dollars and is chargeable to the improvement fund, thus leaving the balance out of the water fund at one hundred and thirty-two hundred and seventeen dollars and three cents, or an amount of revenues of thirty-eight thousand two hundred and sixty-one cents, which sum is fully explained by the amount of work the department was called upon to do.

RECEIPTS.

	\$42,303 24
	23,643 93
	6,423 00
	1,088 00
ts by water-registrar.....	73,458 17

Water-taxes advertised—

Collected by collector of taxes.....

Water-taps issued for contract work charged to B. P. W.....

Total.....

EXPENDITURES.

Salaries.....

Pipe, fire-plugs, stops-valves, hydrants, taps, &c.....

Laying mains.....

Lowering mains.....

Repairing mains.....

Tapping mains.....

Hydrants—erection, repair, and moving to new grade.....

Erection, repair, moving to new grade, fire-plugs, stop-valves, &c.....

Tools, and repair of same.....

Advertising, printing, miscellaneous and contingent expenses.....

Total.....

Credit by portion of the expenditures chargeable to improvement-fund.....

In conclusion, it is a source of congratulation to know that the liberality of our Government, we have an almost unlimited supply of pure and wholesome water, particularly when we think more has been done for us in this respect than for the great cities of the Old World.

London, with its population of over three millions, has a daily supply of 77,000,000 gallons, or an average of 22 gallons for each person while it was made the special pride of the empire of France. In ten days of power, that it had given its capital, at a cost of 100 francs, a daily supply of 51,000,000 gallons of water to a population of 2,000,000.

Very respectfully, your obedient servant,

TIMOTHY LUBBOCK
Water-Engineer.

Hon. ALEX. R. SHEPHERD,

Vice-President Board of Public Works.

Statement of water taxes (mains) remaining unpaid October 1, 1872.—Interest

OVERDUE.

Amount advertised in 1871 and 1872, in compliance with law.	Due July 1, 1871.		Due July 1, 1872.	
	When assessed.	Amount.	When assessed.	Amount.
	July 1, 1869.	\$813 26	July 1, 1868.	\$222 65
Interest.....	Interest.....	158 59	Interest.....	56 71
	July 1, 1870.	1,417 48	July 1, 1869.	1,181 21
	Interest.....	191 36	Interest.....	230 31
	July 1, 1871.	2,712 13	July 1, 1870.	2,486 31
	Interest.....	203 14	Interest.....	335 61
			July 1, 1871.	4,432 01
			Interest.....	332 41
			July 1, 1872.	3,886 81
			Interest.....	58 31
Total.....		5,496 23		13,222 51

TO BECOME DUE.

1873.	Due July 1, 1874.		Due July 1, 1875.	
Amount.	When assessed.	Amount.	When assessed.	Amount.
\$1,370 61	July 1, 1870.....	\$3,375 77	July 1, 1871.....	\$5,393 14
267 28	Interest.....	482 73	Interest.....	404 49
3,575 77	July 1, 1871.....	5,369 67	July 1, 1872.....	5,032 69
482 73	Interest.....	402 73	Interest.....	75 49
5,343 36	July 1, 1872.....	5,024 18	July 1, 1873.....	*20,000 00
400 75	Interest.....	75 36		
4,963 57	July 1, 1873.....	*20,000 00		
74 75				
*20,000 00				
36,498 82		34,930 44		30,905 81

1876.	Due July 1, 1877.		Total amount to become due.	Grand total remaining unpaid.
Amount	When assessed.	Amount.		
\$5,032 69	July 1, 1873.....	*\$20,000 00		
75 49				
*20,000 00				
25,108 18		20,000 00	\$147,443 25	\$189,584 85

* Estimating the assessment to be made July 1, 1873, at \$100,000.

er-takers from organization of water department, July 11, 1859, to October 31, 1872, both inclusive.

January 1, 1860.....	346
to January 1, 1861.....	823
to January 1, 1862.....	236
to January 1, 1863.....	283
to January 1, 1864.....	455
to January 1, 1865.....	359
to January 1, 1866.....	475
to January 1, 1867.....	635
to January 1, 1868.....	815
to January 1, 1869.....	588
to January 1, 1870.....	582
to January 1, 1871.....	1,049
to November 1, 1871.....	680
1, to November 1, 1872.....	1,148
	<u>8,474</u>

atement of materials, tools, &c., on hand November 1, 1872.

andles.	3 tapping-machines.
	48 drills for tapping-machine.
	20 taps for tapping-machine.
	3 wheelbarrows.
	3 fire-pots.
ys.	1 grindstone.
	2 horses.
	2 sets harness.
ners.	11 $\frac{1}{2}$ -inch elbows.
nches.	24 $\frac{1}{2}$ -inch solder-nipples.
s.	24 $\frac{1}{2}$ -inch solder-nipples.
	11 reducing-eels, ($\frac{1}{2}$ to $\frac{1}{4}$ inch.)
	25 lbs. solder.
ine, (for pipe.)	4 lbs. valve-leather.

Statement of materials, tools, &c—Continued.

6 $\frac{1}{2}$ -inch unions.	10 6-inch offsets.
6 $\frac{1}{2}$ -inch unions.	10 meters.
24 spiral hydrant-springs.	1 meter-tank.
3 handles and nozzles for hydrants.	400 caps for street-washers.
2 bbls. charcoal.	180 $\frac{1}{2}$ -inch stop-cocks, (taps.)
$\frac{1}{2}$ bbls. cement.	1 $\frac{1}{2}$ -inch stop-cocks, (taps.)
3 wagons.	23 stop-cock boxes.
500 ft. old 6-inch pipe.	18 $\frac{1}{2}$ -inch stop-cocks.
60 ft. old 4-inch pipe.	12 $\frac{1}{2}$ -inch stop-cocks.
500 ft. 2-inch black pipe.	24 $\frac{1}{2}$ -inch nipples.
600 ft. 1 $\frac{1}{2}$ -inch black pipe.	24 $\frac{1}{2}$ -inch nipples.
45 ft. $\frac{1}{2}$ -inch composite pipe.	24 $\frac{1}{2}$ -inch nipple ells.
173 ft. $\frac{1}{2}$ -inch galvanized iron pipe.	12 $\frac{1}{2}$ -inch nipple ells.
150 ft. $\frac{1}{2}$ -inch galvanized iron pipe.	12 $\frac{1}{2}$ -inch elbows.

Statement of location, size, and number of feet of pipe, fire-plugs, stop-valves, &c, since October, 1871.

Street.	Streets between.	Fire-plugs.	Stop-valves.	
			4 way, 6-in.	6-in.
Eleventh east.	B and East Capitol south.	1		
B south.	Tenth and Eleventh east.	1		1
Eleventh east.	Pennsylvania avenue to Eastern Branch.	2		3
C south.	Fourth and Sixth east, both sides.	2		2
Fourth east.	Pennsylv'a ave. and North Carolina ave.			
A north.	First and Third east.			
East Capitol.	First and Eleventh east.	2		5
Ninth east.	East Capitol and A south.	1		1
A south.	Fourth and Sixth east.	1		2
Thirteenth east.	G and I south.	2		1
G south.	Twelfth and Thirteenth east.			
Twelfth east.	E and G south.	1		1
B north.	Second and Third west.			1
Second west.	Indiana avenue and B north.			1
First west.	Pennsylvania avenue and D north.			
Second west.	Pennsylvania avenue and B north.	1		3
First west.	I and L north.	2		2
Fifth west.	I and K north.			1
Eighth west.	G and I north.			1
Twenty-first west.	E and F north.	1		1
Do.	K and L north.	1		1
C north.	Twelfth and Thirteenth-and-half west.			1
Eleventh west.	B and C north.	1		1
H north.	Sixth and Seventh west.			
Eighteenth west.	F and G north.			
Twelfth west.	B and C north.			3
Do.	Maryland avenue to river south.	2		3
P north.	Fourth and Fifth west.	1		
Seventeenth west.	Pennsylvania ave. and N. Y. ave. north.			2
Do.	K and Massachusetts avenue north.	1		
Fifth west.	P to Boundary north.	3		
I north.	Twenty-fourth to Canal west.	2		
H north.	First and Third east.	1		
New York avenue north.	Fourth and Seventh west.	1		
Fifteenth west.	I and K north.			
E north.	Sixth and Seventh west.			
Sixth west.	H and I south.			
H south.	Four-and-a-half and Sixth west.	1		1
Seventh east.	Pennsylvania avenue and B south.			
New Jersey avenue west.	B and C south.			
Connecticut avenue west.	K and Boundary north.			3
K north.	Seventeenth and Twentieth west.			
R north.	Seventh and Eighth west.			
C south.	Four-and-a-half and Sixth west.			
Twenty-third west.	I and Circle north.	1		
Twenty-second west.	E and F north.	1		1
Sixteenth west.	H and L north.	1		1
T north.	Fourteenth and Fifteenth west.			1
S north.	Eleventh and Twelfth west.			
Twelfth west.	N and Q north.	1		3
O north.	Third and Fourth west.	1		1
Third west.	O and P north.	1		1
New York avenue north.	First and North Capitol east.	1		1
Third west.	I and New York avenue north.	2		2
K north.	Ninth and Fifteenth west.			4

*Statement showing number of private dwellings and miscellaneous establishments
supplying water.*

7,271 private dwellings.	8 dye-houses.
372 stores.	7 breweries.
120 restaurants.	5 public halls.
73 offices.	5 banks.
71 private stables.	4 greenhouses.
52 steam-engines	4 railroad depots and engine-houses.
42 barber-shops.	3 planing-mills.
31 hotels.	3 slaughter-houses.
31 bakeries.	3 blacksmith-shops.
23 livery-stables.	3 theaters.
16 water-closets.	2 laundries.
15 photograph galleries.	2 medical colleges.
15 shops.	1 horse-bazaar.
13 street-washers.	1 marble-yard.

Statement of water-mains lowered from October 1, 1871, to November 1, 1872.

WASHINGTON, D. C.

Street.	Streets between.
2d, west.	D and G, north.
2d, east.	North Carolina avenue and E, south.
3d, east.	K and M, north.
3d, east.	East Capitol and A, north.
3d, west.	E and G, north.
5th, east.	Across Pennsylvania avenue, east.
6th, east.	do.
6th, west.	Maine avenue and C, south.
8th, west.	D and F, north.
10th, west.	F and Grant, north.
11th, west.	F and H, north.
12th, west.	G and H, north.
12th, west.	K and M, north.
12th, west.	C and E, south.
13th, west.	G and L, north.
13th, west.	Maryland avenue and D, south.
17th, west.	Pennsylvania avenue and H, north.
18th, west.	Pennsylvania avenue and E, north.
18th, west.	I and L, north.
19th, west.	E and K, north.
20th, west.	E and H, north.
20th, west.	M and N, north.
21st, west.	F and H, north.
21st, west.	M and N, north.
22d, west.	F and H, north.
24th, west.	L and M, north.
B, south.	6th and 7th, west.
D, south.	12th and 13d, west.
E, north.	2d and 3d, west.
E, north.	7th and 9th, west.
F, north.	17th and 23d, west.
G, north.	9th and 10th, west.
G, north.	11th and 12th, west.
G, north.	17th and 24th, west.
H, north.	7th and 10th, west.
I, north.	18th and 20th, west.
L, north.	11th and 14th, west.
East Capitol.	1st and 2d, east.
Maryland avenue, north.	2d and 3d, east.
Maryland avenue, south.	4d and 7th, west.
Maryland avenue, south.	12th and 14th, west.
New York avenue, north.	1st and 5th, west.
New York avenue, north.	17th and 18th, west.
Maine avenue, south.	4d and 6th, west.
New Jersey avenue, east.	B and D, south.
Pennsylvania avenue, east.	4th and 7th, east.
13th, west.	Massachusetts avenue and M, north.
Massachusetts avenue, north.	9th and 14th, west.
N, north.	14th and 15th, west.
10th, west.	K and L, north.
11th, west.	K and L, north.
15th, west.	Rhode Island avenue and K, north.
3d, east.	Pennsylvania avenue and East Capitol, south.
C, south.	New Jersey avenue and 1st, east.
3d, west.	Pennsylvania avenue and Indiana avenue, north.
C, north.	2d and 4d, west.

Statement of water-mains lowered, &c.—Continued.

WASHINGTON, D. C.—Continued.

	Streets between.	Linear feet.
	D and F, south	952
	N and P, north	890
	L and Massachusetts avenue, north	219
	2d and 3d, west	435
	B and D, south	960
	4 $\frac{1}{2}$ and 6th, west	841
	25th and 26th, west	497
	A and Maryland avenue, north	582
	F and H, north	530
	23d and gas-works	1,568
ONS.		
rest.		180
5th, N. E.		160
24th, N. W.		160
		57,896

GEORGETOWN, D. C.

	Green and Munroe	675
	Bridge and Beall	1,150
	Bridge and Gay	600
	Montgomery and Rock Creek	350
	Congress and Market	1,350
	Bridge and Gay	600
	High and Potomac	650
	Market and Frederick	500
		5,875
Washington and Georgetown		63,771

WATER-RATES IN OTHER CITIES.

NEW YORK CITY—*For residences.*

Front width.	Stories.				
	One.	Two.	Three.	Four.	Five.
feet.....	\$4	\$5	\$6	\$7	\$8
feet.....	5	6	7	8	9
feet.....	6	7	8	9	10
feet.....	7	8	9	10	11
feet.....	8	9	10	11	12
feet.....	10	11	12	13	14
feet.....	12	13	14	15	16
feet.....	14	15	16	17	18

dwelling to number not more than 15 persons, and for every 10 persons additional \$2.50

PHILADELPHIA, PENNSYLVANIA—*For dwellings.*

and kitchen, or either, per annum	\$5 00
and kitchen, and each supplied by a separate ferrule from the public attachment, per annum	5 00
ings with but one room on a floor	2 50
on a floor and one-story kitchen back	3 75

BROOKLYN, NEW YORK—*For residences.*

Front width.	Stories.		
	One.	Two.	Three.
16 feet and under	\$4	\$5	\$6
18 feet and over 16 feet.....	5	6	7
20 feet and over 18 feet.....	6	7	8
22½ feet and over 20 feet.....	7	8	9
25 feet and over 22½ feet.....	8	9	10
30 feet and over 25 feet.....	10	11	12
37½ feet and over 30 feet.....	12	13	14
50 feet and over 37½ feet.....	14	15	16

Every house containing over 12 occupants will be taxed 50 cents for every person over

BOSTON, MASSACHUSETTS.

For every dwelling-house, including the land under and used in connection with the same when valued for the assessment of taxes at \$1,000, or any less sum, for one family, only \$6 per annum, and for every additional \$1,000, or fraction thereof, \$1 until the valuation for the assessment of taxes shall amount to \$10,000, for every family more than one in a dwelling-house, the charge shall be \$10 per annum annually.

BALTIMORE, MARYLAND.

For private families, in a house over 22 feet front, per annum

17 feet front and not over 22 feet, per annum.....

14 feet front and not over 17 feet, per annum.....

12 feet front and not over 14 feet, per annum.....

12 feet front and under, per annum.....

CHICAGO, ILLINOIS—*For private dwelling-houses occupied by one family*

Front width.	Stories.		
	One.	Two.	Three.
14 feet and over 12 feet.....	\$5	\$7	\$9
16 feet and over 14 feet.....	6	8	10
18 feet and over 16 feet.....	7	9	11
20 feet and over 18 feet.....	8	10	12
22½ feet and over 20 feet.....	9	11	13
25 feet and over 22½ feet.....	10	12	14
27½ feet and over 25 feet.....	11	13	15
30 feet and over 27½ feet.....	12	14	15
32½ feet and over 30 feet.....	13	15	17
35 feet and over 32½ feet.....	14	16	18
37½ feet and over 35 feet.....	15	17	19
40 feet and over 37½ feet.....	16	18	20
45 feet and over 40 feet.....	18	20	22
50 feet and over 45 feet.....	20	22	24

DETROIT, MICHIGAN—*For residences occupied by only one family consisting of more than—*

Three persons occupying not more than five rooms, per annum.....

Four persons occupying not more than six rooms, per annum.....

Five persons occupying not more than seven rooms, per annum.....

Six persons occupying not more than eight rooms, per annum.....

Seven or eight persons occupying not more than ten rooms, per annum.....

Nine or ten persons occupying not more than eleven rooms, per annum.....

CLEVELAND, OHIO.

not exceeding three rooms.....	\$3 75
room.....	63

CINCINNATI, OHIO—*Families occupying a house containing—*

s, per annum	\$4 00
ms, per annum	5 00
, per annum	6 00
ooms, per annum	8 00
s, per annum	10 00
o rooms, per annum	11 00
een rooms, per annum	13 00
n rooms, per annum	14 00

CAMBRIDGE, MASSACHUSETTS.

es occupied by one family, for the first faucet, \$7, and for each addi-
be used by the same family, \$2.50.

is occupied by four or more families, and but one faucet used by all,
4.50.

is occupied by more than one family, the highest rates will be charged
aving the water carried into their part of the house.

CINCINNATI, KENTUCKY—*For private dwellings, per annum—*

ooms.....	\$4 00
rooms.....	5 00
ooms.....	6 00
at rooms.....	8 00
ooms.....	9 00
.....	10 00

LOUIS, MISSOURI—*Residences occupied by one family only, with—*

s.....	\$5 00
.....	6 00
ooms.....	7 00
s.....	8 00
o rooms.....	9 00
een rooms.....	10 00
n rooms.....	11 00
hiteen rooms.....	12 00
ty rooms.....	13 00

REPORT OF PARKING COMMISSION.

REPORT OF PARKING COMMISSION.



SIR: In answer to your request for a detailed statement of the operations of the parking commission for the year ended October 31, 1872, I have the honor to submit the following report:

RESERVE NURSERY.

One of the first steps taken by the commission was directed toward securing a tract of land as a reserve nursery, for the preservation and preparation of trees and shrubs for street, avenue, and park planting.

A portion of the grounds attached to the almshouse having been appropriated to this purpose, it was at once put in fitting condition by draining, manuring, and deep and frequent plowings.

The advantages derived from this arrangement are many and important. Trees can be procured more cheaply when purchased in quantities, and those not required for immediate planting are stored for future use, where they are continually improving in value. By this means a larger selection of choice subjects are constantly at disposal; the risk of loss after the plants are placed in their permanent positions is reduced to a minimum when they are removed immediately from the reserve; for, even with the greatest care in lifting and packing, many trees will fail to grow after undergoing the casualties of distant transportation—more particularly in the case of large trees; and thus a greater degree of uniformity, both in the form and future growth of the plant, is, by these means, secured.

SELECTION OF TREES.

In making a selection the following qualifications were deemed essential in a tree for ordinary street and avenue planting:

First. A somewhat compact stateliness and symmetry of growth, as distinguished from a low-spreading or pendant form, so that the stem may reach a sufficient height to allow free circulation of air below the branches.

Secondly. An ample supply of expansive foliage, of bright, early spring verdure, and rich in the variety of colors and tints assumed during autumn.

Thirdly. Healthiness, so far as being exempt from constitutional diseases, as well as by maladies frequently engendered by peculiarities of soil and atmospheric impurities.

Fourthly. Cleanliness, characterized by a persistency of foliage during summer, freedom from fading flowers, and exemption from the attacks of noxious insects.

Fifthly. It should be easily transplanted, of moderately vigorous growth, and not inclined to throw up shoots from the roots or lower portion of the stem. A tree of extremely rapid growth is generally short-lived.

Sixthly. The branches should be elastic rather than brittle, that they

may withstand heavy storms; and lastly, there should be no offensive odors from foliage or flowers.

There is no tree that fills all of these conditions so eminently well as does the silver-maple, (*Acer dasycarpum*.) The American linden, (*Tilia americana*,) European sycamore-maple, (*Acer pseudo-platanus*,) and the American elm, (*Ulmus americana*,) also meet all the requirements where the latter is not subjected to the attacks of insects. The tulip-tree, (*Liriodendron tulipifera*,) sugar-maple, (*Acer saccharinum*,) sweet gum, (*Liquidamber styraciflua*,) and the red maple, (*Acer rubrum*,) are among the most beautiful of trees, their only drawback being that of not growing freely after transplanting, unless specially prepared for the operation; with this precaution, they are faultless. For certain positions Norway maple, (*Acer platanoides*,) the negundo, (*Acer negundo*,) and the American ash, (*Fraxinus americana*,) are quite satisfactory. For wide avenues, with proper treatment in the matter of pruning when young, the buttonwoods (*Plantanus occidentalis* and *plantanus orientalis*) are rapid-growing and effective trees. The European ash, (*Fraxinus excelsior*,) European linden, (*Tilia europea*,) and several others of similar merit, may occasionally be introduced by way of variety.

SIZE OF TREES.

The commission has met with great difficulty in procuring trees of such age and size as they deemed most desirable. The formation of parks in many of our large cities, and the constantly increasing suburban improvements in others, have occasioned a demand for large nursery-grown trees far beyond the supply. To those whose experience has familiarized them with the comparative merits of transplanting large and small trees, this may be looked upon as a blessing in disguise; but while this may be conceded, the peculiarities existing in this city—the ample width of the streets, and still more spacious breadths of side-parkings—enhanced the desirability of procuring trees of the largest available size, and this, so far, has been done.

NUMBER OF TREES ON HAND.

The number of trees of all kinds at present in the reserve nursery amounts to 17,196.

These consist principally of the best species of maples, elms, ashes, and lindens. Tulip-trees and sweet-gums are also well represented.

The plants vary in size from two feet to nine feet in height. In addition to the above, several thousand young oaks and other native trees, produced from seeds in the Botanic Garden, have been donated to the city by that establishment.

NUMBER OF TREES PLANTED.

During the year 2,030 trees have been planted in the sidewalks and street-parks, and, notwithstanding the unusual dry summer, have succeeded very well. A few sugar-maples have succumbed, this tree being one that can only be quite satisfactorily planted in a city thoroughfare after proper preparation in the reserve nursery, and which, in this instance, could not be accomplished.

Due attention was given to judicious waterings, and in consequence many trees have been preserved that doubtless would otherwise have been lost.

PREPARATIONS FOR PLANTING.

With the view of giving the trees a good start in life, the holes for their reception are made of ample size. A full cubic yard of subsoil is removed from each, and its place supplied with an equal quantity of good surface-soil which has previously been composted with street-manure. A little over 3,000 holes have been prepared in this manner. Having obtained permission from your board to secure all the good surface-soil from streets to be graded, several thousand cubic yards have been removed and stacked up in suitable and convenient localities, and is being mixed with street-manure for future use.

BOXING TREES.

During the past summer a series of cheap tree-boxes was furnished as a temporary protection to newly-planted trees. It was deemed advisable, also, to protect all the healthy young trees throughout the city, as far as practicable, and many hundreds of these have been boxed. This seemed essentially necessary, owing to the injury they were receiving from the nibblings of goats and horses, evils that still require to be closely watched.

PRUNING TREES.

Trees in cities serve other purposes besides that of furnishing shade. Indeed, so far as dwelling-houses are concerned, shade is much more injurious than beneficial. A free circulation of air and plenty of sunlight are sanitary requirements of the foremost importance.

One of the most valuable incidental benefits derived from narrowing the streets is that of permitting the line of tree-planting to be placed at a greater distance from the line of building, and thus shading the promenades without overshadowing the dwellings. This is an improvement in city planting which will probably be more thoroughly appreciated in the future than it is at present. The ornamental effect of trees as a relief and contrast to city architecture, is an artistic feature worthy of far more consideration than it usually receives. Owing to the formal distribution and position of the trees, as well as to the character of their surroundings and accompaniments, the best effects cannot be produced unless the branches exhibit a certain degree of regularity and uniformity of growth, which is easily secured by proper attention to the plants during the period of their first decade, but difficult to establish on trees that have been subjected to half a century of maltreatment and neglect.

With a view to improve, in some degree, the present condition of the older trees throughout the city, they are being pruned, which, with proper attention in the future, will add to their appearance, as well as recuperate many that now have feeble vitality.

Three thousand trees, situated in various portions of the city, have already been pruned, and the work is still progressing.

MOVING LARGE TREES.

At the urgent request of property-holders several large trees, which stood in the way of improvements, have been lifted and replaced in position. About sixty trees, of various sizes, many of them weighing over a ton, have been removed. So far as street planting is concerned,

this operation cannot be very successful, and is not commenced however, from any difficulty in the mere operation of removal roots cannot be placed in position near curb-stones without possibility to injury.

WILLIAM SAUNDERS

W. R. SMITH,

JOHN SAUL,

WILLIAM SAUNDERS

. Cor

Hon. A. R. SHEPHERD,

Vice-President Board of Public Works.

APPENDIX.

APPENDIX.

A. Magruder, treasurer of the Board of Public Works, from the 1st of July, 1871, to the 31st of October, 1872, both days inclusive.

Received.	Amount.
son, for cobblestone	\$10 00
sons, permits	29 34
r, comptroller, warrant	129 00
or stone	12,000 00
ater and gas payments	79 00
uder, two certificates canal-fund	55 00
r, comptroller, warrant	2,000 00
	50,000 00
	10,000 00
	30,000 00
	50,000 00
rnits	25 00
l, collector, M street	355 02
	65 12
rnits	24 00
ll, collector, M street	135 67
r, comptroller, warrant	50,000 00
ll, collector, M street	695 06
	117 54
	65 12
rnits	20 00
	10 00
ll, collector, M street	452 22
	186 76
r, warrant, on 2d	50,000 00
	15,000 00
rnits	30 00
l, collector, M street	233 37
	217 06
	501 06
water-registrar, water-fund	515 11
l, collector, M street	108 52
e, for cobblestone	337 50
l, collector, M street	746 84
	2,704 27
	3,570 73
rnits	20 00
l, collector, M street	1,029 16
water-registrar, water-fund	138 94
l, collector, M street	1,292 64
	108 53
	286 70
	164 15
	131 50
rd, for dirt	20 00
l, collector, M street	1,013 43
rnits	20 00
r, comptroller, warrant	25,000 00
	76 00
water-registrar, water-fund	200 00
l, M street	165 36
l, M-street sewerage	240 72
	41 14
l, M street	125 00
r, comptroller, warrant on 16th October	25,000 00
l, collector, M-street carriage-way	77 79
l, collector, M-street sewerage	21 32
l, collector, M-street carriage-way	352 72
l, collector, M-street sewerage	196 32
	20 22
water-registrar, water-fund	193 00
l, collector, M-street carriage-way	340 57
rnits	40 00
water-registrar, water-fund	215 00
l, collector, M-street sewerage	29 75
l, collector, M-street sewerage, &c	50 02
earth sold	50 00
l, collector, M-street sewerage	254 94
l, collector, M-street carriage-way	101 41
	120 46
l, collector, M-street sewerage	14 96
water-registrar, water fund	312 80
l, collector, M-street carriage-way	206 20
	356 70
l, collector, M-street sewerage-connection	12 60
rnits	29 00

Receipts of James A. Magruder, &c.—Continued.

Date.	Received.
1871.	
Nov. 14	G. W. Beall, collector, M-street sewerage
16	do
17	G. E. Baker, warrant, 8th September
17	do
17	Washington Market Company, shanty sold them
18	G. W. Beall, collector, M-street sewerage
18	T. Luby, water-registrar, water-fund
20	G. W. Beall, collector, M-street sewerage
21	Washington Market Company, for scales sold them
21	G. W. Beall, M-street sewerage
21	G. W. Beall, M-street
23	G. W. Beall, M-street carriage-way
23	G. W. Beall, M-street sewerage
24	T. Luby, water-registrar, water-fund
24	G. E. Baker, comptroller, warrant
24	G. W. Beall, collector, M-street sewerage
25	do
27	do
27	G. W. Beall, collector, M-street carriage-way
28	G. E. Baker, comptroller, warrant
28	G. W. Beall, collector, M-street sewerage
29	T. Luby, water-registrar, water-fund
29	G. W. Beall, collector, M-street carriage-way
Dec. 1	G. W. Beall, collector, M-street sewerage
1	do
2	G. W. Beall, collector, M-street carriage-way
2	G. W. Beall, collector, M-street sewerage
4	G. E. Baker, comptroller, warrant
4	do
4	do
4	do
4	do
4	G. W. Beall, collector, M-street carriage-way
5	Sundry permits
5	T. Luby, water-registrar, water-fund
6	G. W. Beall, collector, M-street carriage-way
6	G. W. Beall, collector, M-street sewerage
Nov. 18	G. E. Baker, comptroller, Seventh-street improvement
Dec. 7	G. W. Beall, collector, M-street carriage-way
8	G. W. Beall, collector, M-street sewerage
9	T. Luby, water-registrar, water-fund
13	J. Coleman, gravel sold
13	G. W. Beall, collector, M-street carriage-way
16	T. Luby, water-registrar, water-fund
18	do
21	Geo. E. Baker, comptroller, warrant
21	T. Luby, water-registrar, water-fund
21	G. W. Beall, collector, M-street carriage-way
26	J. Coleman, sand sold
26	J. A. Magruder, two certificates, Washington City
27	R. O. Carpenter, property sold
28	T. Luby, water-registrar, water-fund
31	G. E. Baker, comptroller, warrant
1872.	
Jan. 3	T. Luby, water-registrar, water-fund
2	G. E. Baker, comptroller, warrant
1	T. Luby, water-registrar, water-fund
5	do
5	G. E. Baker, comptroller, warrant
6	T. Luby, water-registrar, water-fund
7	do
9	do
10	do
11	do
11	G. E. Baker, comptroller, warrant
12	T. Luby, water-registrar, water-fund
13	do
15	do
16	do
16	G. W. Beall, collector, M-street carriage-way
17	T. Luby, water-registrar, water-fund
17	G. E. Baker, comptroller, warrant
18	T. Luby, water-registrar
18	G. W. Beall, collector, M-street carriage-way
18	G. W. Beall, collector, M-street sewerage
19	T. Luby, water-registrar, water-fund
20	do
20	do
22	G. E. Baker, comptroller, warrant
22	T. Luby, water-registrar, water-fund

Receipts of James A. Magruder, &c.—Continued.

Received.	Amount.
water-registrar, water-fund	\$696 59
ll, collector, M-street sewerage	42 14
water-registrar, water-fund	963 94
	1,017 69
	963 00
	914 02
er, comptroller, warrant	100,000 00
water-registrar, water-fund	988 91
ll, collector, M-street carriage-way	65 12
ll, collector, M-street sewerage	17 85
water-registrar, water-fund	1,229 00
	2,396 54
ll, collector, M-street carriage-way	542 66
ll, collector, M-street sewerage	148 75
water-registrar, water-fund	3,481 75
er, comptroller, warrant	100,000 00
water-registrar, water-fund	2,043 94
	1,133 38
	531 58
	561 50
	539 00
	203 50
	771 77
	210 00
er, comptroller, warrant	60,000 00
water-registrar, water-fund	116 00
	519 00
	1,142 15
	588 75
	586 60
	580 50
	243 00
	500 00
	161 48
	572 00
ll, collector, M-street carriage-way	131 59
ll, collector, M-street sewerage	36 07
water-registrar, water-fund	343 27
er, comptroller, warrant	50,000 00
water-registrar, water-fund	433 02
	242 50
	292 00
	254 50
ll, collector, M-street sewerage	38 18
water-registrar, water-fund	237 00
	428 75
	466 12
	308 52
er, comptroller, warrant	40,000 00
ersons, permits	13 00
er, comptroller, warrant, on January 24th	50,000 00
er, comptroller, warrant, on February 21st	10,000 00
ll, collector, M-street sewerage, on November 4th	32 72
ll, collector, M-street carriage-way	173 66
	244 20
water-registrar, water-fund	289 12
er, comptroller, warrant	10,000 00
ll, collector, M-street carriage-way	373 09
ll, collector, M-street sewerage	102 26
water-registrar, water-fund	491 25
	411 94
	439 88
ou, paymaster, amount returned	434 05
ll, collector, M-street carriage-way	175 62
water-registrar, water-fund	454 50
er, comptroller, warrant	50,000 00
water-registrar, water-fund	474 73
	525 79
er, comptroller, warrant	50,000 00
water-registrar, water-fund	552 48
	929 14
	373 00
ersons, permits	30 00
water-registrar, water-fund	466 71
er, comptroller, warrant	50,000 00
water-registrar, water-fund	558 00
ruer, gravel and sand sold	16 50
er, comptroller, warrant	50,000 00
water-registrar, water-fund	395 89
	464 00

Receipts of James A. Magruder, &c.—Continued.

Date.	Received.
1872.	
April 19	T. Lubey, water-registrar, water-fund
24	do
25	G. E. Baker, comptroller, warrant, 24th
25	Sundry persons, permits
25	Fish-wharf, Georgetown, rent
29	T. Lubey, water-registrar, water-fund
30	Sundry persons, permits
May 3	G. W. Beall, collector, M-street carriage-way
4	T. Lubey, water-registrar, water-fund
4	G. E. Baker, comptroller, warrant
6	G. W. Beall, collector, M-street carriage-way
6	G. W. Beall, collector, M-street sewerage
9	T. Lubey, water-registrar, water-fund
10	G. W. Beall, collector, M-street carriage-way
10	G. W. Beall, collector, M-street sewerage
10	Sundry persons, permits
16	G. E. Baker, comptroller, warrant
21	do
22	T. Lubey, water-registrar, water-fund
28	G. W. Beall, collector, M-street carriage-way
28	G. W. Beall, collector, M-street sewerage
29	Sundry persons
31	T. Lubey, water-registrar, water-fund
June 1	Timber sold from Sixth-street bridge
1	G. E. Baker, comptroller, warrant
4	do
5	G. W. Beall, collector, M-street carriage-way
6	T. Lubey, water-registrar, water-fund
11	Sundry persons, permits
12	Empty cement-barrels
17	T. Lubey, water-registrar, water-fund
17	G. E. Baker, comptroller, warrant
19	do
21	do
22	Sundry persons, permits
24	G. W. Beall, collector, M-street sewerage
27	G. E. Baker, comptroller, warrant
27	G. W. Beall, collector, M-street sewerage
28	T. Lubey, water-registrar, water-fund
28	Sundry persons, permits
July 3	T. Lubey, water-registrar, water-fund
3	G. E. Baker, comptroller, warrant, June 5
3	G. E. Baker, comptroller, warrant, June 6
10	T. Lubey, water-registrar, water-fund
11	G. W. Beall, collector, M-street carriage-way
11	G. W. Beall, collector, M-street sewerage
16	G. A. Baker, comptroller, warrant, on 13th
16	do
17	T. Lubey, water-registrar, water-fund
20	do
24	G. A. Baker, comptroller, warrant
24	Sundry persons, permits
27	T. Lubey, water-registrar, water-fund
31	do
Aug. 3	United States Government, warrant
3	do
5	T. Lubey, water-registrar, water-fund
6	P. Cuttrell, old lumber sold
7	G. W. Beall, M-street sewerage
8	G. A. Baker, comptroller, warrant
10	G. A. Baker, comptroller, Eleventh st., from Pennsylvania ave. to L st., northwest
10	Sundry persons, permits
10	T. Lubey, water-registrar, water-fund
12	G. W. Beall, collector, Eleventh st., from Pennsylvania ave. to L st., northwest
14	G. Balloch, 500 feet curb sold
14	G. W. Beall, collector, M-street carriage-way
14	G. W. Beall, collector, Eleventh st., from Pennsylvania ave. to L st., northwest
14	G. W. Beall, collector, Twelfth st., from Pennsylvania ave. to L st., northwest
15	T. Lubey, water-registrar, water-fund
17	G. W. Beall, collector, Twelfth st., from Pennsylvania ave. to L st., northwest
20	G. A. Baker, comptroller, warrant
21	G. W. Beall, collector, Eleventh st., from Pennsylvania ave. to L st., northwest
21	G. W. Beall, collector, Twelfth st., from Pennsylvania ave. to L st., northwest
22	T. Lubey, water-registrar, water-fund
22	G. W. Beall, collector, Twelfth st., from Pennsylvania ave. to L st., northwest
23	G. A. Baker, comptroller, warrant, claim E. E. Barnes
24	Sundry persons, permits
24	G. W. Beall, collector, Eleventh st., from Pennsylvania ave. to L st., northwest
26	G. W. Beall, collector, Seventh street, from B street south to M street north
28	G. W. Beall, collector, M-street carriage-way

Receipts of James A. Magruder, &c.—Continued.

Received.	Amount.
all, collector, M-street sewerage	\$8 50
all, collector, Seventh street, from B street south to M street north	218 60
all, collector, Eleventh st., from Pennsylvania ave. to F st., northwest	171 91
all, collector, Eleventh st., from Pennsylvania ave. to B st., northwest	160 94
all, collector, Seventh street, from B street south to M street north	620 84
all, collector, Eleventh st., from Pennsylvania ave. to B st., northwest	7 17
all, collector, Fourteenth street, from E street to N street, northwest	553 65
water-registrar, water-fund	1,007 25
ies, old material sold	100 00
ies, old material sold	100 00
all, collector, Eleventh st., from Pennsylvania ave. to F st., northwest	153 70
ersons, permits	36 00
all, collector, Eleventh street, from K street to N street	229 69
all, collector, Twelfth st., from Pennsylvania ave. to F st., northwest	90 03
ish-wharf, Georgetown	28 10
all, collector, Seventh street, from B, southwest	234 83
all, collector, M-street carriage-way	130 66
all, collector, M-street sewerage	35 83
all, collector, Twelfth st., from Pennsylvania ave. to F st., northwest	895 25
water-registrar, water-fund	1,210 07
all, collector, Eleventh st., from Pennsylvania ave. to F st., northwest	463 42
all, collector, Twelfth st., from Pennsylvania ave. to F st., northwest	336 25
all, collector, Eleventh st., from Pennsylvania ave. to F st., northwest	263 19
all, collector, Fourteenth street, from H to N street, northwest	148 17
all, collector, Twelfth st., from Pennsylvania ave. to F st., northwest	1,223 52
all, collector, Eleventh street, from B, southwest, to G, northwest	346 07
all, collector, Seventh street, from B, southwest, to G, northwest	104 93
water-registrar, water-fund	348 00
all, collector, Eleventh street, from H to N street, northwest	100 83
all, collector, Twelfth st., from Pennsylvania ave. to F st., northwest	126 65
all, collector, New York avenue, from Ninth to Fifteenth street west	178 86
ins, old material sold	100 00
all, collector, New York avenue, from Ninth to Fifteenth street west	290 12
all, collector, Fourteenth street west, from H to N, northwest	135 75
all, collector, M-street carriage-way	76 23
all, collector, M-street sewerage	26 77
water-registrar, water-fund	625 67
all, collector, New York avenue, from Ninth to Fifteenth street west	252 49
all, collector, M-street carriage-way	266 42
all, collector, M-street sewerage	93 58
ersons, permits	133 86
water-registrar, water-fund	40 00
all, collector, Market space	268 00
all, collector, New York avenue, from Twelfth to Fifteenth street west	108 81
er, comptroller, warrant	181 83
all, collector, M-street carriage-way	268 24
all, collector, M-street sewerage	20,000 00
all, collector, M-street sewerage	423 44
all, collector, Fourteenth street, northwest, from H to N, west	205 90
all, collector, Vermont avenue, from B street to Circle	2,162 06
all, collector, Sixteen-and-a-half street	788 86
all, collector, Eleventh street, from Pennsylvania avenue to F st., west	84 13
all, collector, New York avenue, from Ninth to Fifteenth street west	174 59
all, collector, Seventh street, from B, south, to G, northwest	446 78
all, collector, Fourteenth street, from H to N, northwest	148 65
all, collector, alley, square 221	165 90
all, collector, alley, square 70	33 95
all, collector, Eleventh st., from Pennsylvania ave. to F st., northwest	1 16
all, collector, Fourteenth street, from H to N	161 36
all, collector, alley, square 221	229 10
all, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek	53 51
all, collector, Eleventh street, from B to N, northwest	103 52
all, collector, New York avenue, from Ninth to Fifteenth street west	177 40
all, collector, New York avenue, from Ninth to Fifteenth street west	294 21
all, collector, alley, square 221	608 08
all, collector, New York avenue, from Ninth to Fifteenth street west	21 65
all, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek	411 31
all, collector, Sixteen-and-a-half street	338 64
water-registrar, water-fund	516 38
er, comptroller, warrant	421 00
all, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek	100,000 00
all, collector, Sixteen-and-a-half street	293 46
water-registrar, water-fund	158 91
all, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek	494 15
all, collector, Vermont avenue, from K street to Circle	511 33
all, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek	680 14
all, collector, Vermont avenue, from K street to Circle	177 26
all, collector, Eleventh st., from Pennsylvania ave. to F st., northwest	227 93
all, collector, Eleventh st., from Pennsylvania ave. to F st., northwest	119 74

Receipts of James A. Mayruder, Jr.—Continued.

Date.	Received.
1872.	
Oct. 4	G. W. Beall, collector, M-street carriage-way
4	G. W. Beall, collector, M-street sewerage
5	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
5	G. W. Beall, collector, T street, from Eleventh to Thirteenth street
5	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
7	G. W. Beall, collector, Fourteenth street, from H to N, northwest
7	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
7	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
9	T. Lubey, water-registrar, water fund
13	do
15	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
15	G. W. Beall, collector, Eleventh street, from Pennsylvania avenue to F, northwest
15	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
15	G. W. Beall, collector, M-street carriage-way
15	G. W. Beall, collector, Vermont avenue, from K street to Circle
15	G. W. Beall, collector, Morton space
15	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
15	G. W. Beall, collector, M-street sewerage
15	G. W. Beall, collector, Pennsylvania ave., from Fifteenth street to New York ave.
15	G. W. Beall, collector, H street north, from Thirteenth to Fourteenth west
15	G. W. Beall, collector, Twelfth street, from Pennsylvania ave. to F st, northwest
15	G. W. Beall, collector, Vermont avenue, from K street to Circle
15	G. W. Beall, collector, Fifteen-and-a-half street
15	G. W. Beall, collector, alley square 221
15	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
15	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
15	G. W. Beall, collector, Fourteenth street, from H to N, northwest
16	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
16	G. W. Beall, collector, M-street carriage-way
16	G. W. Beall, collector, M-street sewerage
16	G. W. Beall, collector, T street, from Eleventh to Thirteenth
16	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
16	G. W. Beall, collector, Fifteen-and-a-half street
16	G. W. Beall, collector, alley, square 221
17	T. Lubey, water-registrar, water fund
17	Sundry persons, permits
17	G. W. Beall, collector, Fourteenth street, from H to N, northwest
17	G. W. Beall, collector, Vermont avenue, from K street to Circle
17	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
17	G. W. Beall, collector, Market space
18	do
18	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
18	G. W. Beall, collector, Seventh street, from B south to G north
18	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
21	T. Lubey, water-registrar, water fund
21	G. W. Beall, collector, Vermont avenue, from K street to Circle
21	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
21	G. W. Beall, collector, T street, from Eleventh to Thirteenth, northwest
21	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
21	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
22	G. W. Beall, collector, Vermont avenue, from K street to Circle
22	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
22	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
23	G. W. Beall, collector, H street north, from Thirteenth to Fourteenth west
23	G. W. Beall, collector, T street, from Eleventh to Thirteenth
23	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
23	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
24	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
24	G. W. Beall, collector, H street north, from Thirteenth to Fourteenth west
24	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
26	Sundry persons, permits
26	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
26	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
28	T. Lubey, water-registrar, water fund
28	G. W. Beall, collector, Fifteen-and-a-half street
28	G. W. Beall, collector, alley, square 221
28	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
28	G. W. Beall, collector, Sixteen-and-a-half street
28	G. W. Beall, collector, Fourth street, from M to N
28	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
28	G. W. Beall, collector, S street, from Eleventh to Thirteenth
28	G. W. Beall, collector, Market space
28	G. W. Beall, collector, Seventh street, from B street south to river
28	G. W. Beall, collector, M-street carriage-way
28	G. W. Beall, collector, M-street sewerage
28	G. W. Beall, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek
28	G. W. Beall, collector, Fourth street, from Indiana to New York avenue
28	G. W. Beall, collector, Vermont avenue, from B street to Circle
28	G. W. Beall, collector, M-street carriage-way

Receipts of James A Magruder, &c.—Continued.

Received.	Amount.
Call, collector, M-street sewerage	\$182 83
Call, collector, New York avenue, from Twelfth to Fourteenth street	50 87
Call, collector, Fourth street, from Indiana to New York avenue	719 97
Call, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek	156 39
Call, collector, M-street sewerage	96 92
Call, collector, M-street carriage-way	128 90
Call, collector, M-street sewerage	9,958 00
Call, collector, M-street sewerage	179 26
Call, collector, M-street sewerage	61 76
Call, collector, Seventh street, from B street south to river	192 38
Call, collector, Market space	217 63
Call, collector, Seventh street, from B street south to river	113 67
Call, collector, Pennsylvania avenue, from Fifteenth street to Rock Creek	55 50
Call, collector, improvement from Eleventh to Thirteenth street west	132 72
Call, collector, alley, square 221	26 87
Call, collector, Market space	255 71
Call, collector, Market space	75,000 00
Call, collector, Market space	50,000 00
Call, collector, Market space	40,000 00
Call, collector, Market space	221,636 89
Call, collector, Market space	3,052,260 89

James A. Magruder, treasurer of the Board of Public Works, from the 3d of August, 1871, to the 31st of October, 1872, both days inclusive.

Paid.	Amount.
Call, collector, M-street sewerage	\$100 00
Call, collector, M-street sewerage	53 25
Call, collector, M-street sewerage	27 34
Call, collector, M-street sewerage	600 00
Call, collector, M-street sewerage	750 00
Call, collector, M-street sewerage	230 50
Call, collector, M-street sewerage	27 34
Call, collector, M-street sewerage	5 00
Call, collector, M-street sewerage	25 00
Call, collector, M-street sewerage	777 07
Call, collector, M-street sewerage	1,600 00
Call, collector, M-street sewerage	850 00
Call, collector, M-street sewerage	87 58
Call, collector, M-street sewerage	47 55
Call, collector, M-street sewerage	8,335 70
Call, collector, M-street sewerage	1,958 30
Call, collector, M-street sewerage	125 95
Call, collector, M-street sewerage	500 00
Call, collector, M-street sewerage	254 55
Call, collector, M-street sewerage	587 50
Call, collector, M-street sewerage	645 00
Call, collector, M-street sewerage	645 00
Call, collector, M-street sewerage	1,000 00
Call, collector, M-street sewerage	96 50
Call, collector, M-street sewerage	146 25
Call, collector, M-street sewerage	150 50
Call, collector, M-street sewerage	93 92
Call, collector, M-street sewerage	60 78
Call, collector, M-street sewerage	1,000 00
Call, collector, M-street sewerage	20 00
Call, collector, M-street sewerage	20 00
Call, collector, M-street sewerage	300 00
Call, collector, M-street sewerage	300 00
Call, collector, M-street sewerage	225 00
Call, collector, M-street sewerage	225 00
Call, collector, M-street sewerage	6,000 00
Call, collector, M-street sewerage	4 20
Call, collector, M-street sewerage	15 00
Call, collector, M-street sewerage	113 61
Call, collector, M-street sewerage	20 00
Call, collector, M-street sewerage	26 50
Call, collector, M-street sewerage	15 80
Call, collector, M-street sewerage	108 60
Call, collector, M-street sewerage	5 00
Call, collector, M-street sewerage	378 94
Call, collector, M-street sewerage	112 10

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Sept. 5	L. U. Hopkins, for blocks for streets
5	L. U. Hopkins, for work in county
5	John Sharp, work in executive office
5	A. G. Brown, commissioner First ward
5	A. P. Fardon, paymaster, laborers' pay
5	Evening Star Company, advertising
5	A. J. Joyce & Co., for cartage
6	Express charges on Instructions to Engineers
6	A. P. Fardon, paymaster, laborers' pay
6	Tinker & DeGrammont, pumps
6	do.
6	C. Barlo, repairing concrete pavement
7	J. B. Greenwell, repairing pumps
7	J. W. Tucker, repairing pumps
7	Jackson Pumphrey
7	W. B. Regan
7	W. D. Jones, repairing pumps Fourth ward
7	W. D. Jones, repairing pumps Fifth ward
7	W. D. Jones, repairing pumps Sixth ward
7	W. D. Jones, repairing pumps Uniontown
7	H. Fletcher, commissioner Third ward
8	E. Leitch, office-room commissioner Seventh ward
8	J. C. Lewis, posts for bridges in county
8	J. D. Keitch, lumber for bridge in county
8	J. D. Keitch, lumber for county roads
8	J. D. Keitch, lumber for Seventh street improvement
9	Washington Anzeiger, advertising for board
9	G. W. Goodall, for chandelier
9	A. P. Fardon, paymaster, laborers' pay
9	G. W. Goodall, repairing hydrants
9	C. S. Johnson, salary
9	Stackpole & Bro., inspector for engineer
12	J. M. Young, road-wagon for engineer
12	L. A. Sailer, repairing roads
12	A. P. Fardon, paymaster, laborers' pay
12	E. H. Cummins, secretary engineer board
12	E. Fletcher, repairing garbage-carts
13	Cartage of lamp-posts
13	G. O. Cash, repairing sewer in M street
13	A. Grey, bridge over canal
13	T. L. Moore, repairing wood pavement
13	Washington Anzeiger, advertising
13	Postage-stamps
14	T. A. Galt, superintending M-street improvement
14	Capital, advertising
14	Chronicle Publishing Company, advertising
14	G. W. Mortimer, engineer work
15	J. L. Savage, brooms
15	D. A. Connolly, flagging Virginia avenue at Fifth street east
15	W. Tindall, services as secretary of board
15	Charles Lemon, repairing curbs on Massachusetts avenue
15	W. A. Fletcher, filling up nuisance on Gleason avenue
16	J. J. Gill, work on squares 720 and 723, Second street east
16	J. V. W. Vandenburg, work on F street, from Seventeenth to Nineteenth street
16	J. V. W. Vandenburg, work on Eighteenth street west, from New York avenue to Pennsylvania avenue
16	D. Callahan, serving as draughtsman
16	J. C. Wall, salary
16	Steamer John Gibson, freight on tile
16	A. J. Joyce, rockaway carriage
16	T. M. Hall, stone culvert, Seventh-street road
18	J. B. Ellis, superintending Thirteenth-street and Twelfth-street sewers
18	D. Keenan, Twelfth-street sewer-laterals
18	George Boswell, construction of drops and laterals
18	J. Vellmyer, repairing culvert E and Sixth streets east
18	J. Severson, superintending auxiliary Tenth-street sewer
18	A. P. Fardon, paymaster, laborers' pay
18	Railroad-tickets
18	Evening Star, advertising canal commissioner
18	Evening Star, advertising M-street improvement
19	L. Clephane, M-street improvement, on 6th September
19	Sunday Herald, advertising
19	Georgetown Courier, advertising
19	J. A. Stevenson, superintending Seventh-street improvement
20	A. P. Fardon, paymaster, laborers' pay
20	Evening Star, advertising
20	J. C. Parker, stationery
20	P. W. McNamara, paving North Capitol street from B to C street, northwest
21	James Ragan, telegrams
21	Times newspaper, advertising

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
rdon, paymaster, laborers' pay	\$12,000 00
ewspaper, advertising	19 00
ler, repairing doors	14 38
rdon, paymaster, laborers' pay	4,000 00
watering Pennsylvania avenue	108 00
watering Pennsylvania and Louisiana avenues	84 00
etcher, salary	150 00
n & Sou, lumber	136 80
rpenter, services two assistant engineers	500 00
anser, harness	41 50
i, pumps	154 00
gan, repairing carriage-way in armory	400 00
lish, tools for county	92 00
lish, tools for city	31 30
iter, repairing building corner Pennsylvania ave. and Seventeenth st.	65 00
sacy, legal services, &c.	57 77
ford, services, labor in engineer office	250 00
ssel, tools, repairs, and improvement of streets Washington	132 50
pherd & Bro., water-service M-street improvement	1,595 36
ton Anzeiger, advertising	541 05
ll, stone culvert Seventh-street road	4 00
henson, superintending sewer Seventh street, northwest	690 36
n, brick Seventh-street road	115 00
Solomons, stationery for auditor	120 00
Solomons, stationery for office streets, &c.	170 37
Solomons, stationery for office engineer	180 00
Solomons, stationery for office appropriations	47 90
Solomons, stationery for book-keeper	112 70
Solomons, stationery for engineer	87 88
Solomons, stationery for binding	460 50
ones, hauling furniture	31 00
odall, repairs gas-lamps, Washington	2 50
nch, stationery office streets	119 66
munda, postmaster, postage-stamps	37 00
esney, repairs Piney Branch road	5 00
au, repairing sewer on alley	25 50
odall, repairs hydrants, Washington	42 50
	40 50
	44 75
	56 39
g, drawing building for engineer	41 00
plat-book for auditor	15 00
wapaper, for advertising	69 72
aster, whitewashing	6 67
Johnson, salary	150 00
eyvill, lamps, fixtures, &c., office lamps and gas	320 25
eyvill, lamps and fixtures, office lamps and gas	270 00
	202 75
own, stone repairs road in county	52 79
own, painting sign in Governor's office	10 00
gory, gas seventy street lamps	427 00
rell, repairing gutters, &c., in Georgetown	278 95
repairing and plastering District armory	75 60
repairing concrete pavement Fifteenth street	20 00
page, sharpening tools county	3 11
nson, salary	200 00
storing coal	2 00
lley, salary	125 00
rison, engineer, services for self and assistants	504 00
rison, bed and tools K-street grade	2 00
hronicle, advertising for Board of Public Works	24 48
her, judicial expenses	75 00
e, pump	23 60
ey, pumps	81 20
k, messenger, office assessor, special laws	50 00
orsey, feed for horses used on county road	99 94
DeGrammon, pumps, Washington	787 72
DeGrammon, pumps, Georgetown	4 25
Republican, advertising	930 79
nson, inclosing public property	184 25
e Publishing Company, job printing for attorney	86 50
e Publishing Company, job printing for office carts	41 00
A Greenup, pumps, Washington	836 35
rdon, paymaster, on 25th September, laborers' pay	10,000 00
rdon, paymaster, on 26th September, laborers' pay	12,000 00
rdon, paymaster, on 3d October, laborers' pay	12,000 00
khagen, harness for engineers	91 00
khagen, harness for board	199 00
eed, messenger auditor's office	30 60
ley, salary	123 30

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872	
Oct. 3	L. Clephane, certifying work on M street
4	G. McNichol, painting, &c., District armory
4	J. M. Brown, salary
4	W. C. Hazel, livery for engineer
4	W. C. Hazel, livery and carriage-hire, &c., for board
4	G. M. Wight, office-tables for engineer
4	L. H. Hopkins, hardware for office public property
4	L. H. Hopkins, tools for street use
5	M. E. Fletcher, washing towels
5	A. M. Green, services assistant superintendent public property
5	Richman & Earl, plows for county
5	A. P. Fardon, laborers' pay
5	C. C. Wilson, salary
5	N. R. Gerard, messenger office streets
5	J. H. Beall, bluestone
5	J. C. Wall, salary
5	G. W. Balloch, use of horse and carriage
5	W. B. Moses, matting and shades
5	W. E. Nott, salary
6	C. W. Asmasser, services as inspector
6	J. C. Lay, salary
6	H. B. Gray, services as inspector of grades
6	F. H. Beuler, services as inspector of grades
6	George Lee, services as carriage-driver
6	A. P. Fardon, paymaster, laborers' pay
6	G. S. Green, salary chief engineer
7	M. Scott, salary
7	Charles Clarke, excavating P street, northwest
7	J. M. Brown, stamps and postage
7	A. R. Shepherd & Bro., hydrants for water
7	C. R. Waters, salary
9	A. Paterson, repairing curb flagways
9	H. Davis, roofing on canal and P street bridge
9	J. R. Beall, stone, county improvement
9	B. E. Clark, lumber, repairing county roads
9	B. E. Clark, lumber, repairing in Washington City
9	C. Kaufman, glass for lamps in Washington City, for September
9	C. Kaufman, glass for lamps in Washington City, for August
9	C. Kaufman, glass for lamps in Washington City, for July
9	C. Kaufman, glass for lamps in Washington City, for June
10	Sunday Herald, advertising
10	B. M. Meeds, salary
10	E. Mears, salary
10	Philp & Solomons, stationery for Board of Public Works
10	Philp & Solomons, stationery for office gas and lamps
10	do
10	D. A. Connelly, laying sidewalk in squares 789 and 742
10	John Kaizer, pumps
11	E. Kubel, leveling square and road, engineer
11	W. C. Burton, sewer-trap, street improvements
11	A. P. Fardon, paymaster, laborers' pay
12	J. A. Magruder, pay-roll laborers on canal
11	E. S. Atkinson, services work on canal
12	G. W. Linville, Seventh-street improvement
12	E. Dubant, superintending Fourteenth-street road
13	C. C. Brisco, services messenger Board of Public Works
13	A. P. Fardon, paymaster, laborers' pay
13	For telegrams
14	Sunday Gazette, advertising
14	C. H. Cumming, salary
14	W. H. Chase, salary
14	S. Cross, insurance
14	L. Van Buckhart, salary
14	W. F. Forsyth, salary
14	J. Allen, salary
14	G. S. Conner, advertising
14	A. C. Cheneworth, salary
14	J. C. Jennings, salary
16	L. Clephane, Market space
16	L. Kraft, salary
16	R. Oertley, salary
16	W. C. Reddal, salary
16	J. H. Beckwith, removing engineer's office to Morrison building
16	J. V. W. Vandenburg, Scotch sewer-pipe
17	D. Flake, salary
17	Charles Johnson, salary
17	Smith Thompson, salary
17	Edward Johnson, salary
17	C. G. Whiting, lumber for bridge
17	J. B. McIntyre, salary

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
ville, Seventh-street improvement.....	\$5,000 00
don, laborers' pay.....	10,000 00
don, paving-brick Seventh-street road.....	21 25
don, paving-brick for culvert.....	130 30
don, paving-brick Seventh-street road.....	96 33
don, sundries Seventh-street road.....	64 65
don, brick Lincoln avenue.....	60 95
don, brick repairing sewers.....	56 65
inson, salary.....	100 00
ny, repairing streets, Washington.....	85 00
en, freight Scotch pipe.....	401 00
le, storing coal.....	1 50
le, repairing chimney.....	4 00
don, paymaster, laborers' pay.....	10,000 00
er, salary.....	100 50
don, paymaster, laborers' pay.....	10,000 00
ry, storing wood.....	75
z, services as rodman.....	45 00
w, salary.....	36 66
odall, pumps.....	95 25
n, lumber and cement Lincoln avenue.....	57 75
n, lumber and cement Seventh-street road.....	11 20
n, lumber and cement repairing bridging.....	5 00
n, lumber and cement Seventh-street road.....	355 51
y, services as messenger.....	40 00
sand for bridge-way.....	8 00
wne, salary.....	75 00
n, freight on bluestone.....	880 00
rnes, salary.....	250 00
ton, salary.....	100 00
by, lumber for culvert.....	230 65
e, superintendent New York avenue.....	40 00
sythe, salary.....	104 00
ahan, rodman.....	78 00
enson, superintending Seventh-street road.....	78 00
olumbian newspaper, advertising.....	11 50
.....	5 00
.....	47 50
y, messenger.....	18 33
axman.....	47 50
an, axman.....	12 50
nt, axman.....	15 00
on, rodman.....	10 00
don, paymaster, laborers' pay.....	11,000 00
odall, lamps and lamp-posts.....	90 54
itt, lumber repairing culverts.....	3 77
.....	26 91
itt, lumber repairing bridge, 16th division.....	4 80
itt, lumber repairing canal-bridge.....	206 25
.....	181 36
.....	17 73
es, sinking wells, erecting pumps.....	112 00
.....	131 75
.....	112 00
.....	64 00
.....	114 75
same, Seventh-street road.....	16 25
ster, advertising.....	54 00
k, repairs, county road.....	65 64
k, repairing foot-bridge in Twenty-second district.....	76 48
rs, salary.....	100 00
don, paymaster, laborers' pay.....	2,000 00
own, services as commissioner First ward.....	150 00
Fisher, services as commissioner Second ward.....	150 00
Hutchins, services as commissioner Third ward.....	150 00
Hlandsbee, services as commissioner Fourth ward.....	150 00
on, services as commissioner Fifth ward.....	150 00
z, services as commissioner Sixth ward.....	150 00
er, services as commissioner Seventh ward.....	150 00
uffer, locks for building corner Seventeenth street and Pennsylvania ave.....	51 50
iffin, cleaning building corner Seventeenth street and Pennsylvania ave.....	53 25
burn, building bridge across canal.....	850 00
dozen tags.....	5 00
es, repairing county roads.....	10 54
ington, agent Van Brum & Co., for curb.....	6,089 46
don, paymaster, laborers' pay.....	4,000 00
ard, salary.....	100 00
ls, inspecting Scotch tile.....	37 50
urveying-instruments.....	60 40
plumbers.....	1 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Oct. 28	G. M. Cramer, wharfage on cargo of tile-pipe
28	T. N. Hall, stone for Seventh-street road
28	J. E. Vinning, salary
30	A. P. Fardon, paymaster, laborers' pay
30	Georgetown and Washington Railroad Company, tickets
30	C. C. Wilson, salary
31	Edward Johnson, salary
31	W. N. Tucker, sinking well and repairing pump
31	N. Green, sinking well and erecting pump
31	N. Green, sinking well and erecting pump, county
Nov. 1	M. D. Kelley, salary
1	William B. Wilson, superintending Twelfth street between Pennsylvania av- enue and canal.
1	J. G. Williston, superintendent and inspector of gas and water service
1	J. C. Wall, salary
1	W. Crook, salary
1	G. N. Beater, inspector of streets
1	M. E. Fletcher, washing towels
1	W. C. Hazel, livery of a horse. (engineer)
1	W. C. Hazel, livery of a horse. (Board of Public Works)
1	G. W. Linville, Seventh-street improvement
2	Tucker & DeGrumner, sinking well and repairing pump
2	do
2	J. C. Parker, stationery for assistant engineer
2	J. C. Parker, stationery for water-registrar
2	J. C. Parker, stationery for assessor's office, Board of Public Works
2	do
2	J. C. Parker, stationery for superintendent of contracts
2	J. C. Parker, stationery for office pumps
2	J. C. Parker, stationery for office paymaster
2	C. C. Briscoe, salary
2	A. Gleason, plank crossing F and G streets
2	G. W. Reed, salary
2	P. Lannahan, Slash Run sewer
2	B. F. French, dating stamps and superintending plans
2	W. Yates, for one horse
2	E. Dubant, superintending Fourteenth street, northwest, from M to boundary
2	G. W. Goodall, erecting hydrant
2	J. V. W. Vandenburg, Scotch sewer-pipe
2	J. A. Lennon, superintending Seventh-street improvement
2	L. G. Fletcher, salary
2	J. R. Brook, services at pipe-yard
3	Augustus Bastart, services at engineer's office
4	Schooner Vasser, freight on curb
4	W. E. Nott, salary
4	L. A. Hall, salary
4	W. Harry, watchman Board of Public Works
4	J. Allen, postage-stamps and express
4	Schooner John F. Willets, freight on curbing
4	M. W. Sheekell, superintending L street
4	A. P. Fardon, paymaster, laborers' pay
4	J. W. M. Cheney, superintending Seventh-street road
4	C. S. Johnson, salary
4	F. Bingsler, superintending on Ninth street
4	R. A. Shinn, Bridge street, Georgetown
4	W. Jones, repairing sewer
6	R. Payne, salary
6	— Clements, salary
6	Schooner Sarah Jane, freight on curbing
6	A. P. Fardon, paymaster, laborers' pay
6	J. Moffat, superintending on Four-and-a-half street
6	E. G. Wheeler, amount and pay of fifteen men
6	Pat. Coyle, superintending on New York avenue
6	U. B. Gray, serving as inspector of streets
6	P. Mudd, serving as laborer
6	J. V. W. Vandenburg, Scotch pipe and American tile
6	J. V. W. Vandenburg, balance due on Scotch pipe
7	New National Era, advertising
7	J. M. Edmunds, postage-stamps
9	Schooner Mary Markham, freight on curb
9	G. L. Green, salary
9	A. P. Fardon, paymaster, laborers' hire
9	L. A. Bartlett, Tiber Creek sewer
9	W. D. Linden, repairing hydrants
9	W. B. Redgrave, lumber for repairing bridge
9	C. Clark, grading Pennsylvania avenue, from Twentieth to Twenty-second street northwest
9	C. W. Adamson, serving as inspector of sewers
9	N. A. Gerard, salary
10	G. W. Lee, serving as driver of carriage
10	Baltimore and Ohio Railroad Company, freight on pipe

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
and Ohio Railroad Company, freight on pipe.....	\$19 74
fish, hardware, &c., M-street bridge.....	298 63
la, superintendent on U street, northwest.....	120 00
odall, sewer and water-service on New York avenue.....	947 00
ine, wood for Market space.....	2,000 00
ton Anzeiger, advertising.....	33 60
B. U. Jones, freight on curb.....	720 00
ng, balance of curbing furnished.....	1,610 00
Gleason, wood on North Capitol to D street, northwest.....	2,500 00
Gleason, south side Maine avenue from Third to Sixth street, northwest.....	2,500 00
oswell, contractor brick sewer on First street east.....	1,000 00
neider, lamp posts.....	576 00
Lockwood & Co., account for curbing.....	2,920 00
addy, lime and cement, Stanton avenue.....	52 75
ham, buggy for superintendent Board of Public Works.....	175 00
ia, salary.....	130 00
Dunbar & Co., Fourteenth street, from H to N street, northwest.....	3,000 00
Dunbar & Co., Fifteen-and-a-half street, from Pennsylvania avenue reet, northwest.....	2,000 00
la, superintendent water and gas service.....	90 00
ell, sundry curb and stone per schooner Ella A. Barney.....	630 00
grading Tenth street east, between G and H streets, northwest.....	844 00
grading Ninth street east, between E and F streets, northwest.....	400 00
Nordest, harness for superintendent streets.....	60 25
na, Fifteenth street, from New York avenue to K street, northwest.....	5,000 00
tt & Co., Tiber Creek sewer.....	1,500 00
repairing pump, Washington City.....	198 90
son, superintendent on New York avenue, northwest.....	75 00
don, paymaster, laborers' pay.....	10,000 00
molly, grading B, and on across Third street east.....	493 91
molly, grading E street, between Third and Fourth east.....	579 67
molly, grading E street, across Third east.....	151 10
urke, repairing pump, Washington City.....	155 05
Vandenburg, F, northwest, from Eighteenth to Twentieth street west.....	2,662 60
Vandenburg, sewer, New York avenue, from Tenth to Fourteenth street.....	2,800 09
Vandenburg, Nineteenth street west, from E to G north.....	2,028 40
anahan, Slash Run sewer.....	2,300 00
etcher, cross-gutter across Virginia avenue.....	240 93
un, Bridge street, Georgetown.....	1,500 00
curbing and stone on A street.....	5,000 00
glass, superintendent H street north.....	75 00
Co., T street north, from Eighteenth to Twentieth west.....	3,000 00
etcher, gutter across Virginia avenue, east side Fourteenth st. west.....	240 93
un, Bridge street, Georgetown.....	1,500 00
curbing and stone on A street.....	5,000 00
glass, superintendent on H street north.....	75 75
Co., T north, from Eighteenth to Twenty-first street west.....	3,000 00
el, salary.....	550 00
to pay employés.....	1,492 30
mar, carriage-way, North Capitol street.....	5,000 00
s Publishing Company, printing, Board Public Works.....	20 00
s Publishing Company, printing, superintendent contracts.....	26 60
s Publishing Company, printing, superintendent streets.....	12 00
s Publishing Company, printing, superintendent buildings.....	63 53
s Publishing Company, printing, superintendent lamps.....	37 00
s Publishing Company, printing, superintendent sewers.....	15 00
s Publishing Company, advertising.....	57 00
s Publishing Company, printing for superintendent of buildings.....	32 00
etzey, Twelfth north, from Pennsylvania avenue to river.....	2,500 00
more, engineer Tiber Creek sewer.....	22 00
er, O north, from Sixteenth to Seventeenth street west.....	880 35
l, stone for bridge building on First street west.....	300 00
aney, Sherman street, northwest.....	125 00
rphy, superintendent G street north.....	100 00
aville, Seventh street, southwest.....	1,500 00
nt & Bro., account for pipe.....	5,502 06
ll, rent of house for assistant engineer.....	90 00
Ocean, freight on curbing.....	821 25
De Grammon, new pump on Second street.....	114 75
De Grammon, repairing pump, Washington City.....	302 80
& Greenwell, repairing pump, Washington City.....	401 37
ght, superintendent sewer Tenth street south.....	42 00
ght, superintendent sewer Tenth street south.....	135 00
alary.....	112 50
don, paymaster, salary pay.....	10,000 00
on, Seventh street south, from B to Water street.....	2,500 00
on, curbing Seventh to Twelfth street, Rhode Island avenue.....	1,500 00
superintendent gas and water service.....	84 00
don, paymaster, laborers' pay.....	12,000 00
own, brick sewer and traps.....	77 00
own, brick footway, Market space.....	26 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Nov. 21	A. F. Brown, brick footway, Lincoln avenue
21	A. F. Brown, brick Fourteenth and other streets, repairing
21	A. F. Brown, brick sewer E north, between Seventh and Twelfth streets
21	A. F. Brown, brick, Madison Place improvement
21	A. F. Brown, brick, F north, between Eighteenth and Twentieth streets
21	A. F. Brown, brick, New York avenue, between Fourteenth and Fifteenth sts
21	A. F. Brown, brick footway Market space
21	A. F. Brown, brick sewer E north, from Twelfth to Seventeenth street
21	A. F. Brown, brick traps G street north
21	L. A. Bartlett & Co., Tiber Creek sewer
21	R. Rutter, superintendent on Seventeenth street
21	T. Lubej, water-registrar, to pay employés
21	J. V. W. Vandenberg, Scotch sewer-pipe
21	W. B. Chase, salary
21	J. L. Geancy, for county maps
21	J. Marshall, superintendent Maryland avenue
21	W. LeBarnes, salary
25	DeWitt & Lewis, curbing Fourteenth street, between L and N north
25	W. LeBarnes, salary
25	F. Fritz, superintendent on C street
25	T. Betts, Ninth street, from H north to Maryland avenue
25	T. Betts, Tenth street east, from D north to Maryland avenue
25	T. B. Davis, salary
25	A. B. Tinney, salary
25	W. C. Jones, repairing pumps for the city
25	.....do
25	.....do
25	Washington Gas Company, lamps and lamp-posts
25	.....do
25	Pettit & Drips, lamps and lamp-posts
25	T. D. Finely, Eleventh street, from Pennsylvania avenue to F street north
25	L. Clephane, Eighth street west, from Market space to D north
25	Schooner W. D. Godfrey, freight on curb
25	C. E. Evans, Fifteen-and-a-half street west, from Pennsylvania ave. to H north
25	Goodrick, Ben., 200 loads river sand
25	J. B. Martin, superintendent H street north
25	G. W. Boswell, sewer First to Fourth on Pennsylvania avenue
25	C. C. Brown, salary
25	G. H. Bartlett & Co., Tiber Creek sewer
27	A. P. Fardon, laborers' pay
27	A. Paterson, paving alley in square 865
27	T. L. Mechlin, salary
27	D. Hannan, sewer Eighth street, between Market space and D street
27	D. Hannan, connecting sewer Eighth street, between Market space and D
28	W. W. Vandenberg, Scotch tile-pipe
28	Henry Himber, Seventeenth street, from Pennsylvania avenue to New York a
28	Henry Himber, Ninth street north, from Seventeenth to Twenty-second st. we
28	A. P. Fardon, paymaster, laborers' pay
28	E. C. Evans, Fifteenth, between Pennsylvania avenue and M street north
28	W. Reynolds, water in Redfern street
28	J. Luttrell, building bridge over canal
28	J. P. Hurley, water connection to 935 Massachusetts avenue
28	M. DuBois, steam engineer's office
28	Sunday Herald, advertising
29	A. P. Fardon, paymaster, laborers' pay
29	L. H. Hopkins, powder and fuse Stanton avenue
29	L. H. Hopkins, tools engineer's office
29	L. H. Hopkins, tools Lincoln avenue
29	L. H. Hopkins, tools Bunker Hill road
29	L. H. Hopkins, hinges superintendent property
29	L. H. Hopkins, tools Columbia turnpike
29	L. H. Hopkins, tools Seventh-street road
29	P. McNamara, North Capitol street, between B and C streets north
29	J. McLaughlin, B street north, from Twelfth to Thirteenth street north
29	W. E. Nott, salary
29	Patrick Doyle, superintendent on New York avenue
29	H. Brown, superintendent Siash Run sewer
29	Hewitt & Lewis, Fourteenth street, between I and N north
29	B. D. Carpenter, salary
29	G. M. Deitch, services office superintendent property
29	J. S. Weems, B street north, from First to Eleventh east
29	A. B. Burns, services office superintendent property
Dec. 1	A. P. Fardon, paymaster, laborers' pay
1	W. B. Redfern, lumber Seventh-street road
1	W. B. Redfern, lumber repairs in county
1	Addison Green, salary
1	H. C. Addison, services rendered superintendent property
1	Charles Johnson, salary
1	J. A. Wilson, New York avenue, from Ninth to Fifteenth street
1	R. C. Chenowith, leveling-instrument for engineer

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
as, Third street west, from F to I north	\$10,000 00
rell, bluestone curb schooner Charles Burns	2,656 80
rell, New York avenue, from Sixteenth to Boundary street	4,726 85
Jost, brick repairing sewers and traps	104 00
w, services as messenger	40 00
nn, Bridge street, Georgetown	5,000 00
ane, wooden pavement on M street	54,725 10
Duffy, superintendent public property	25 00
Mills Company, cement Woody-lane road	8 75
Mills Company, cement Seventh-street road	52 50
	33 25
Mills Company, cement M-street bridge	350 00
, superintendent on Massachusetts avenue	228 00
Lewis, M street, northwest, between New York and Vermont avenues	15,000 00
rton, inspector of improvements under G. Balloch	123 00
eltzey, Twelfth street, from Pennsylvania avenue to river	5,000 00
lson, superintendent on Twelfth street west	136 00
rdon, paymaster, laborers' pay	10,000 00
, water-registrar, employes' pay	3,717 50
as, work on alley 421	640 60
enson, superintendent on Seventh street west	78 00
ut, superintendent on Fourteenth street west	78 00
ery & Bro., account bill curbing	6,000 00
uperintending Seventh-street road	57 00
zel, hire and livery of horse	79 00
zel, livery of horse for engineer	25 00
all, Duroc centrifugal pump	700 00
ett & Co., Tiber Creek sewer	2,500 00
odall, Pennsylvania avenue, from Seventeenth street to Rock Creek	1,500 00
Co., Vermont avenue, from K street to Fifteenth street circle	5,000 00
ara, North Capitol street improvement	5,000 00
all, superintendent on Missouri avenue	171 00
att, superintendent Four-and-a-half street	78 00
rphy, superintendent G street	144 00
er, clerk superintendent lamps	236 67
inson, superintendent on canal	136 67
Morning Chronicle, advertising	70 40
ning, clerk to superintendent canal	152 50
wn Courier, advertising	12 00
an, expenses to Buffalo, N. Y., and return	100 00
nville, Seventh street south	20,000 00
, superintendent on First street west	144 00
r, on account bill for curbing	12,000 00
uperintendent Eleventh and Twelfth streets	219 00
ley, building sea-wall	1,000 00
atcher, washing towels	4 50
Evans, Pennsylvania ave., between Fifteenth and Seventeenth sta. west	10,000 00
Evans, Seventeenth street, from New York to Pennsylvania avenue	10,000 00
leason, sewer Pennsylvania avenue and Fifteenth street west	2,342 49
leason, alley, square 434, water-course	240 00
leason, repairing Carroll spring	332 00
leason, repairing sewer in alley	25 00
eln & Co., pair Colt's revolvers	19 50
th, repairing sewers	2 00
ter, postage-stamps	16 60
le, lumber Bladensburg road	53 75
le, lumber repairing bridges in county	6 21
le, lumber culvert Fifth district	9 58
	91 49
le, lumber, public property	327 32
rdon, paymaster, laborers' pay	9,000 00
rker, stationery for vice-president's office	19 00
rker, stationery for superintendent of lamps	46 65
rker, stationery for engineer's office	338 75
rker, stationery for superintendent of sewers	195 05
rk, lumber Sherman avenue	81 65
rk, lumber Pomeroy City, county	24 05
rk, lumber Stanton avenue	19 25
rk, lumber Pomeroy City, county	14 35
rough, wharf and storage curb	79 90
as, rent of stable	8 00
well, livery and shoeing horse for superintendent of streets	32 00
New York avenue and M street north	1,541 32
alley in square 841	491 02
ton and Georgetown Railroad Company, car-tickets	10 00
& Yarwood, stone for M-street bridge	700 00
oe, superintendent on G street north	174 00
onch, lumber for repairing sewer	41 34
ville & Leitch, stop cocks for water-registrar	985 91

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Dec. 6	C. M. Cummings, preparing books, assistant's office.
6	S. Thompson, superintendent G-street water-sewer services.
6	J. M. Edmunds, postmaster, postage-stamps.
6	F. Frits, superintendent Sixth street south.
6	T. M. Buckholts, services as draughtsman.
6	A. P. Fardon, paymaster, laborers' pay.
6	H. I. Gregory, stoves, &c., paymaster's office.
6	H. I. Gregory, stoves, &c., superintendent streets.
6	H. I. Gregory, stoves, &c., auditor's office.
6	William Forayth, maps office contracts.
6	William Forayth, maps engineer's office.
6	William Forayth, twenty-five maps of Washington City.
6	J. A. Magruder, pay-roll cleaning and repairing, Third and Fourth districts.
6	W. H. & O. H. Noman, blank books auditor's office.
6	W. H. & O. H. Noman, blank books secretary's office.
6	W. H. & O. H. Noman, blank books auditor's office.
6	J. A. Kuhn, superintending Madison and Jackson Places.
7	G. W. Linville, Seventh street southwest.
8	Baldwin Brothers, surveying-pins surveyor's office.
8	Wheatley Brothers, lumber M-street bridge.
8	Z. H. Zullo, revenue-stamps contract office.
8	Van Brunt & Brothers, expenses on steam-roller.
8	S. J. Glass, stable-room, and horse-hire, Seventh-street road.
8	J. A. Ruff, revenue-stamps.
9	W. H. Pharo, freight on steam-roller.
9	Capital newspaper, advertising.
9	J. W. Russell, hauling trees.
9	S. E. Douglass, superintending laying gas, sewer, and water services.
9	A. F. Brown, stone Seventh-street road.
9	D. Hannon, running water-main, on account.
9	G. Parry, storing coal.
9	Schooner Katie Ranger, freight on curbing.
11	C. E. Evans, Fifteen-and-a-half st., from Pennsylvania ave. to B-st. northwest.
11	Schooner Ellen Moore, freight on curb.
11	G. W. Balloch, revenue-stamps.
11	Bigelow Bluestone Company, certificate for curb.
12	W. W. Lanahan, Slash Run sewer.
12	J. L. Talty, removing flagstone for superintendent streets.
12	J. C. Ray, repairs furniture.
13	J. J. Brown, watchman old armory.
13	J. A. Magruder, pay-roll cleaning streets First ward, June.
13	J. A. Magruder, pay-roll cleaning streets Second ward, July.
13	J. A. Magruder, pay-roll collecting garbage Seventh street, July.
13	J. A. Magruder, pay-roll cleaning streets Seventh ward, July.
13	J. A. Magruder, pay-roll collecting garbage Seventh ward, June.
13	J. A. Magruder, pay-roll cleaning streets Seventh ward, June.
13	J. A. Magruder, pay-roll cleaning streets Seventh ward, May.
13	J. A. Magruder, pay-roll cleaning streets Sixth ward, July.
13	J. A. Magruder, pay-roll collecting garbage Sixth ward, June.
13	J. A. Magruder, pay-roll cleaning streets Sixth ward, June.
13	J. A. Magruder, pay-roll collecting garbage Fifth ward, June.
13	J. A. Magruder, pay-roll cleaning streets Fifth ward, July.
13	J. A. Magruder, pay-roll cleaning streets Fifth ward, June.
13	J. A. Magruder, pay-roll collecting garbage Fourth ward, July.
13	J. A. Magruder, pay-roll cleaning streets Fourth ward, June.
13	J. A. Magruder, pay-roll collecting garbage Fourth ward, June.
13	J. A. Magruder, pay-roll cleaning streets Fourth ward, May and June.
13	J. A. Magruder, pay-roll collecting garbage Third ward, July 1 to 19.
13	J. A. Magruder, pay-roll repairing streets Third ward, July 1 to 19.
13	J. A. Magruder, pay-roll cleaning streets Third ward, July 1 to 19.
13	J. A. Magruder, pay-roll collecting garbage Third ward, June.
13	J. A. Magruder, pay-roll repairing streets Third ward, June.
13	J. A. Magruder, pay-roll cleaning streets Third ward, June.
13	J. A. Magruder, pay-roll cleaning streets Second ward, part July.
13	J. A. Magruder, pay-roll cleaning streets Second ward, June.
13	J. A. Magruder, pay-roll collecting garbage First ward, June.
13	J. A. Magruder, pay-roll cleaning streets First ward, July 1 to 18.
13	R. C. Hewitt, Madison street, between M and N, north.
13	W. Brockhagen, Laronett's halter for engineer.
13	W. Brockhagen, Laronett's halter for Board of Public Works.
14	W. R. Hagan, repairing pumps Seventh ward.
14	J. Gulleher, hire carriage Board of Public Works.
14	M. W. Sheckell, superintending 1 street north, from Twentieth to Twenty-seventh street west.
16	George Boswell, Pennsylvania avenue, from First to Fourth street east.
16	J. Lutterel, removing masonry Four-and-a-half-street bridge.
16	G. Pollansbee, Missouri ave., between Third and Four-and-a-half sts. west.
16	M. M. Rees, New York avenue, between Seventh and North Capitol streets.
16	G. W. Goodall, Pennsylvania avenue, from Seventeenth st. west to Rock Creek.

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.	Amount.
1872		
Dec. 16	A. P. Brown, stone Seventh-street road, on account.	\$500 00
18	Schooner Vapor, freight on curb.	819 50
18	R. Rutter, superintending Seventeenth street west, from H, north, to river.	88 00
19	A. P. Fardon, paymaster, laborers' pay.	12,000 00
20	Miller & Stewart, E street north, between Tenth and Thirteenth, west.	1,000 00
20	P. Thyson, cement Fourteenth street sewer.	98 50
20	P. Thyson, tools, cement Seventh-street road.	157 25
21	A. P. Brown, balance bill for stone Seventh-street road.	1,432 50
21	T. H. Hall, stone for Seventh-street road.	1,154 45
21	J. V. W. Vandenburg, Nineteenth street, from canal to F street, northwest.	10,172 71
21	Tucker & DeGrummond, repairing pumps, Washington, D. C.	247 95
21	Tucker & DeGrummond, repairing pumps, Georgetown, D. C.	19 65
21	A. P. Fardon, paymaster, laborers' pay.	12,000 00
21	H. J. McLaughlin, H street north from Eighth to Ninth, west.	200 00
21	H. J. McLaughlin, H street north from Tenth to Twelfth, west.	400 00
21	R. H. Graham, coat coupé, Board of Public Works.	400 00
21	D. Hannan, laying water-main Washington City, on account.	500 00
21	Philp & Solomons, stationery Board of Public Works.	258 35
21	Philp & Solomons, stationery water-registrar.	104 00
21	Philp & Solomons, stationery contract office.	116 05
21	Philp & Solomons, stationery superintendent streets.	18 00
21	Philp & Solomons, stationery superintendent property.	143 48
21	Philp & Solomons, stationery, paymaster's office.	39 00
21	H. Gibson, terra-cotta pipe.	340 17
21	Baltimore and Ohio Railroad Company, freight on pipe.	37 95
21	P. Crowley & Co., Thirteenth street west, between P and N, north.	937 52
21	Schooner Kimoley, freight on curb.	715 12
21	J. Castell, sweeping certain streets Washington City, under contract.	2,739 73
21	G. Follansbee, Missouri avenue, between Third and Fourth-and-a-half sts. west.	2,500 00
21	Sunday Chronicle, advertising.	20 80
21	T. A. Bartlett, Tiber Creek sewer.	5,000 00
21	R. G. Campbell, Massachusetts avenue, between Ninth and Fourteenth sts. west.	2,000 00
21	J. S. Martin, superintendent on H street north.	75 00
21	G. A. Murphy, theodolite for engineer.	120 00
21	P. McNamara, North Capitol street, between H and L, north.	5,000 00
21	The Times newspaper, advertising.	14 40
21	W. W. Lanahan, Slash Run sewer.	500 00
21	Andrew Gleason, Washington street, between Fourth and Fifth, west.	2,000 00
21	Andrew Gleason, H street north, between North Capitol and First, east.	2,000 00
21	A. Nelson, New York avenue, between Fifteenth and Ninth streets west.	200 00
21	R. C. Murphy, superintendent G street north.	104 00
21	J. H. Sheckel, superintendent special improvements.	147 00
21	J. S. Weems, Third street north, from First to Eleventh, west.	500 00
21	H. Bailey, superintending Thirteenth street west.	72 00
21	N. Acker, bill for curbing on account.	3,000 00
21	G. W. Linville, Seventh street north, from canal to river.	5,000 00
21	George Neitsey, Twelfth street west, from Pennsylvania avenue to river.	5,000 00
21	D. Barr, superintendent Eastern market-house.	108 00
21	C. E. Evans, western side Scott Square.	6,000 00
21	C. E. Evans, Fifteenth, west, from Pennsylvania avenue to K street north.	10,000 00
22	William Reynolds, Redfern street, south side.	50 65
22	J. C. Hogan, awning, Morrison building.	20 00
22	A. P. Fardon, paymaster, laborers' pay.	12,000 00
22	B. Kirby, superintendent E street north.	180 00
22	R. F. Marten, services as assistant to second assistant engineer.	280 00
22	T. Betts, Ninth street, between K, north, and Maryland avenue.	1,000 00
22	T. Betts, Tenth street, between K, north, and Maryland avenue.	1,000 00
22	T. Godey, hack hire.	13 00
22	Wilson & Grisnell, repairing pumps, Washington City.	396 22
22	W. D. Wyville, repairing gas-lamps, Washington City.	143 00
22	W. D. Wyville, tools for west canal.	111 01
22	W. W. Lanahan, Slash Run sewer.	666 25
22	Robert Boyd, stoves to superintendent of public property.	16 00
22	Robert Boyd, tools and material for water-registrar.	289 81
22	G. W. Goodall, setting drinking-fountain.	57 46
22	George Boswell, Third street east, from B to D, south.	500 00
22	G. W. Goodall, gas-lamps, Georgetown.	15 37
22	George Boswell, D street south, from Second st. east to North Capitol st.	3,000 00
22	N. B. Fugitt, repairing bridge.	50 44
22	N. B. Fugitt, lumber, Fourteenth-street sewer.	18 57
22	N. B. Fugitt, carpenter, Ninth street north.	9 02
22	N. B. Fugitt, lumber, Fifteenth street.	10 46
22	N. B. Fugitt, bridge, Judiciary Square.	4 32
22	N. B. Fugitt, repairing bridges across canal.	6 38
22	N. B. Fugitt, trunk, Seventh and L, north.	11 30
22	N. B. Fugitt, lumber for trunk on Fourth street north.	139 36
22	N. B. Fugitt, lumber for trunk on Third street.	16 34
22	N. B. Fugitt, lumber for trunk on Ninth street.	3 62
22	W. N. Tucker, repairing pump, Washington City.	162 25
22	D. Keppel, Eleventh street, from Pennsylvania avenue to G street north.	400 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Dec. 22	W. B. Reagnon, lumber, Seventh street road.
22	W. B. Reagnon, bridge on First, north.
22	Chronicle Publishing Office, advertising.
22	Chronicle Publishing Office, blanks for paymaster.
22	Chronicle Publishing Office, blanks for superintendent of property.
22	Chronicle Publishing Office, blanks for secretary's office.
22	H. Himber, G street north, from Seventeenth to Twenty-seventh street.
22	L. S. Filbert, New York avenue, from Fifteenth to Ninth street west.
22	J. C. Lutterell, work on property yard.
26	G. W. Linville, Seventh street west, from B street north to river.
26	G. W. Linville, Seventh street west, from canal to river.
26	A. Campbell, sewer, East Capitol street, from First to Eleventh, east.
26	J. Chapman, Twelfth street north, from Pennsylvania avenue to F, north.
26	H. Himber, Seventeenth street north, from New York av. to Pennsylvania av.
26	H. Himber, G street north, from Seventeenth to Twenty-second, west.
26	J. C. Venning, salary, superintendent of canal.
26	J. Flynn, superintendent gas, water, and sewer connections.
26	Albert Gleason, Seventh street, from B street south to river.
26	Mohun & Bro., lumber, Seventh street road.
26	P. D. Duvall, superintendent sewer, Missouri avenue.
26	T. Rantzel, superintendent sewer, Ninth street west.
26	Patrick Doyle, superintendent sewer, New York avenue.
26	John Chapman, Eleventh street, from Pennsylvania avenue to F, north.
26	O. O'Hara, sewer, Third street west, from F to G street west.
26	Jones & Collins, F street north, from Seventeenth to Nineteenth, west.
26	John Barry, New York avenue, from First to Fourteenth street west.
26	G. H. Hillcary, Rhode Island avenue, from Sixteenth to Seventeenth, west.
26	Albert Gleason, Seventeenth street, from New York avenue to E street.
26	Grey & Noyes, parking, posts and chains.
26	William Fletcher, F, north, from Twentieth to Twenty-seventh street west.
26	William Fletcher, alley in square 385.
26	Morris Hurlly, repairing pumps, Washington City.
26	H. Clark, digging well and erecting pump.
26	H. I. Gregory, gas-lamps, Washington City.
26	D. Hudnell, Pennsylvania avenue, from Fifteenth to Seventeenth street west.
26	B. Hutchings, New York avenue, from Tenth to Fourteenth, west.
26	H. Clark, repairing pumps, Washington City.
26	C. S. Baker, superintendent, G street north.
26	D. Welch, superintendent Massachusetts avenue.
26	H. Thompson, superintendent gas and water services, New York avenue.
26	C. C. Scriber, Virginia avenue.
26	Brennon & Schoyer, sewer, E street, from Thirteenth to Seventh, west.
26	E. Fardon, superintendent gas, water, and sewer services, Second, west.
26	T. Luby, water-registrar to pay employes.
26	I. N. Hiler, superintendent of improvements.
26	D. A. Conolly, Fourth street east, from Maryland to Georgia avenue.
26	D. A. Conolly, H, north, from Third, west, to North Capitol street.
26	C. J. Atkinson, superintendent canal.
26	M. Sheckel, superintendent on I street.
26	M. Reynolds, Redfern street.
26	W. McLanahan, Slash Run sewer.
26	J. Cornell, storing steam-roller.
26	D. Moffatt, superintendent Fourth-and-a-half street.
26	J. B. Cramer, superintendent Fourth-and-a-half street.
26	W. McLanahan, Slash Run sewer.
26	G. B. Dyer, superintendent lateral services gas and water.
26	Steamer Glymont, freight on trees.
26	J. C. Parker, stationery superintendent buildings.
26	J. C. Parker, stationery superintendent canal.
26	J. C. Parker, stationery secretary's office.
26	J. C. Parker, stationery engineer's office.
26	T. M. Crouch, renting office and lot for storing tiles.
26	T. M. Crouch, wharfage, and storage on steam-roller.
26	R. A. Shinn, Bridge street, Georgetown.
27	A. J. Brown, stone, Seventh street road.
27	L. S. Green, expressage on instruments.
27	M. & L. E. Gurley, level for chief engineer.
27	F. Fritz, superintendent on B street north.
27	A. Paterson, paving alley in square No. 347.
27	W. B. Wilson, superintendent on Twelfth street west.
27	L. Scott, sewer, First street east, from A to B, south.
27	Philp & Solomons, stationery engineer's office.
27	A. P. Fardon, paymaster, laborers' pay.
27	D. A. Conolly, footway, &c., G street west and Sixth street east.
27	D. A. Conolly, flags, B street north and C.
27	Chronicle Publishing Office, printing for contract office.
28	M. Reynolds, Redfern street.
28	Baltimore and Ohio Railroad Company, freight on a lot of ware.
28	G. W. Duvall, lumber, repairing bridge in county.
28	A. Paterson, setting stones, &c., on Fifth and E streets.

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.	Amount.
1872.		
Dec. 26	A. Paterson, furnishing material and arching well	820 00
28	A. Paterson, laying stone corner Beall and Montgomery, Georgetown	28 00
28	Alex. Paterson, F. north, Ninth street west, setting curbstone	13 35
28	Washington and Georgetown Railroad Company, car-tickets	10 00
28	M. F. Brenneman, desk-table	22 00
28	A. P. Fardon, laborers' pay	2,000 00
28	J. W. Walls, ladders for lamp-lighters	102 00
28	R. Boyd, tools, materials for water-registrar	157 44
28	J. V. W. Vandenburg, sewer-pipe	7,649 85
29	J. J. Peabody, repairing locks	12 00
29	Bigelow Bluestone Company, bluestone curb	23,256 60
29	J. Wall, stone, Seventh-street road, northwest	500 00
29	G. Watts, cleaning Woodley-lane road	8 75
29	J. H. Teemyer & Co., piles to M-street bridge	1,675 50
30	National Republican, printing for superintendent streets	70 00
30	National Republican, printing for lamps and gas	15 00
30	National Republican, printing for superintendent property	66 00
30	National Republican, printing for engineer	73 00
30	National Republican, printing for water-registrar	124 00
30	National Republican, printing for superintendent sewers	30 00
30	National Republican, printing for assessor and collector	169 00
30	National Republican, printing for secretary Board Public Works	113 50
30	National Republican, printing for office of contracts	75 00
30	R. H. Ryan, on East Capitol street	240 00
30	Hewitt & Lewis, lumber, Fourteenth street	411 29
30	T. Lube, water-registrar, to pay employes	2,512 78
30	Robert Rutter, superintendent on Seventeenth street, northwest	20 00
30	Schooner Maggie and Lucy, freight on curb	852 62
30	S. H. Williams, Rhode Island avenue, from Sixteenth to Seventeenth street, northwest	423 30
30	H. A. Dupuy, superintendent P-street bridge	51 00
30	R. M. Johnson, lamps for Washington City	696 00
30	Gibson Brothers, printing for auditor	78 59
30	Gibson Brothers, printing for comptroller's office	42 59
30	Gibson Brothers, stationery engineer's office	22 00
30	D. Hannan, running water-main	214 46
30	Lockwood Brothers, curbing, schooner A. Thomas	2,500 00
Jan. 2	G. W. Goodall, removing lamps, Washington City	147 75
2	G. W. Goodall, material for lamps, and labor	251 32
2	F. H. Finley, Eleventh street, from Pennsylvania avenue to F, north	1,000 00
2	F. H. Finley, Twelfth street, from Pennsylvania avenue to E, north	1,000 00
2	William Fletcher, South Carolina avenue, from Tenth to Eleventh street, south-west	497 57
2	S. C. Wroe, superintendent on G street north	78 00
2	W. C. Hazel, livery on horse for engineer	26 67
2	W. C. Hazel, livery and hire on horse for Board Public Works	78 33
2	A. P. Fardon, laborers' pay	15,000 00
2	Waleh & Lynch, shoeing horse for Board Public Works	25 00
2	Chronicle Publishing Company, printing paymaster's office	30 00
2	J. A. Magruder, pay-roll engineer's office to December 31	2,353 71
2	Albert Gleason, granite curb on avenue	1,000 00
3	G. W. Linville, Seventh street west, from B. south, to river-road	20,000 00
3	John O. Evans, Pennsylvania avenue, from Fifteenth street to Seventeenth, north	10,000 00
3	E. Dubant, superintendent on Vermont avenue	78 00
3	G. Finaley, superintendent on E street north	78 00
3	Dodge & McClellan, wharfage on curb	213 50
3	William McLanahan, Slash Run sewer	500 00
3	A. P. Fardon, paymaster, laborers' pay	4,000 00
3	A. P. Brown, stone Summer-street culvert	71 50
3	A. P. Brown, brick Lincoln avenue	45 32
3	A. P. Brown, brick Fifteenth street west	72 48
3	A. P. Brown, brick Madison Place and Fifteenth street west	736 25
3	Jones & Collins, F north, from Seventeenth to Nineteenth, west	3,000 00
3	G. W. Goodall, gas-fixtures assessor's office	16 00
3	G. W. Goodall, gas-fixtures superintendent sewers	20 20
3	G. W. Goodall, gas-fixtures auditor	55 00
3	G. W. Goodall, gas-fixtures superintendent property	63 20
3	G. W. Goodall, gas-fixtures secretary's office	69 20
3	G. W. Goodall, gas-fixtures superintendent streets	30 00
3	G. W. Goodall, spark-catcher	45 00
3	J. F. Hall, stone Seventh-street road	980 00
3	A. P. Fardon, paymaster, laborers' pay	6,000 00
3	W. H. Jones, pump, Washington City	140 00
3	W. H. Jones, pump, Georgetown	63 75
3	W. H. Jones, repairing pump, Washington City	40 00
3	Miller & Stewart, E street north, from Tenth to Thirteenth, west	1,000 00
3	C. E. Evans, F. north, from Eighteenth to Twenty-first, west	6,000 00
3	C. E. Evans, G. north, from Seventeenth to Eighteenth, west	4,000 00
3	J. A. Magruder, post-ge-stamps, &c	23 41
3	Lucas & Co., T street north, from Eighteenth to Twenty-first street west	9,465 74

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872	
Jan. 6	A. P. Fardon, paymaster, laborers' pay
6	M. Doherty, brick work on bridge over Aqueduct street, Georgetown
6	W. Morelean, bluestone Seventh-street road
6	W. McLanahan, Slash-run sewer
6	D. Hannan, laying water-main, &c.
6	W. A. Ray, repairing chairs
6	L. A. Bartlett, Tiber Creek sewer
6	J. E. Rukle, livery horse superintendent streets
6	J. E. Rukle, sprinkling Pennsylvania avenue
6	W. B. Lacey, bluestone Benning's road
6	C. C. Scriber, Virginia ave., intersection of Maryland ave. and C street, north
6	Bunt & Brother, on cargo stone, schooner Maggie and Lucy
6	Western Union Telegraph Company, telegrams
6	do
8	G. W. Cassel, tools and materials
8	A. R. Shepherd, expenses to New York on business Board of Public Works
8	Albert Gleason, granite curb, schooner M. Innis
8	Lucas & Co., T, north from Twentieth to Twenty-first street west
8	H. Bohn, superintendent Slash Run sewer
8	P. McNamara, North Capitol street
8	Albert Gleason, depositing earth in canal
8	Albert Gleason, Seventeenth street, from Pennsylvania to New York avenue
8	J. W. Kenning & Co., repairs on D street
8	Fenwick & Stewart, cement Seventh-street road
8	Fenwick & Stewart, cement Woodley-lane road
8	J. W. Bright, superintendent sewer D street south, from E to canal
9	Fowler & Yarwood, use of scow and tug
9	A. C. Chenoweth, car-fare for himself and men
9	William Guinand, wharfage on stone
9	A. P. Fardon, paymaster, laborers' pay
9	Gibson Brothers, stationery for water registrar
9	Gray & Noyes, setting engine, &c., with Duval's pump
9	Hewitt & Lewis, Fourteenth, west, from H to M street north
10	Wheatley Brothers, lumber for M-street bridge
10	Wheatley Brothers, lumber for foot-bridge G street south
10	A. P. Fardon, paymaster, laborers' pay
10	H. I. Gregory, stove for assistant engineer
10	H. I. Gregory, stove for engineer's office
10	H. I. Gregory, lamps Washington City
10	H. I. Gregory, lamps Georgetown
10	Robert Nevitt, horse-blanket for water-registrar
10	R. J. Galt, superintendent Tiber Creek sewer
10	H. Humber, G street, northwest, from Seventeenth to Nineteenth
11	A. P. Fardon, paymaster, laborers' pay
11	C. S. English, tools, Woodley-lane road
11	C. S. English, hardware, &c., M-street bridge
11	B. Goodrich, use of scow by superintendent of sewers
11	A. R. Shepherd & Bro., lead pipe per water-registrar
11	John Brown, expenses to Baltimore for board
12	T. Luby, water-registrar, pay of employes
12	Tucker & De Grammasson, repairs of pumps
12	Peter McNamara, North Capitol street
12	W. B. Leon & Co., stone furnished superintendent of canal
12	W. B. Leon & Co., stone furnished engineer's office
12	W. B. Leon & Co., stone furnished District armory
12	J. Thomas, Washington street, from Fourth to Fifth, west
12	A. W. Dearborn, G street north, from Fourteenth to Fifteenth street west
12	W. B. Addison, repairing and cementing for water registrar
12	G. L. Sheriff, wood and coal, Board of Public Works
12	G. L. Sheriff, wood and coal, superintendent of property
12	G. L. Sheriff, wood and coal, Morrison building
12	E. Browning, Twelfth street east, from Pennsylvania avenue to Georgia avenue
12	D. Hannan, laying water-main, cement
13	G. Deunis, cocoa matting for auditor's office
13	W. W. Tucker, repairing pumps, Washington City
13	Horatio Clark, erecting pumps in Washington City
13	William Forsyth, repairing pumps in M street
13	Gray & Noyes, park posts and chains, Fifteenth street west
13	Gray & Noyes, park posts and chains, G street west
13	B. Goodrich, repairing sewers
13	Gray & Noyes, park posts and chains, Fifteenth street
13	Gray & Noyes, park posts and chains, square 168
13	Gray & Noyes, park posts and chains, square 106
13	W. A. Ray, repairing furniture in auditor's office
13	P. Carlton, furnishing wood and coal
13	L. A. Bartlett & Co., Tiber Creek sewer
13	G. W. Fletcher, repairing Washington street, Georgetown
13	J. B. Cramer, superintendent sewer in Missouri avenue
13	H. McGinnis, Rhode Island avenue from Sixth, northwest, to Boundary
13	G. W. Linville, repairing trunk, Sixth street, northwest
13	G. W. Linville, repairing bridge Eighth district, lumber
13	G. W. Linville, lumber for Lincoln avenue

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
sett, mounting maps in engraver's office	\$12 00
Mudd, stationery for engraver's office	8 67
Mudd, stationery for superintendent of streets	11 92
Mudd, stationery for water-registrar	25 55
Mudd, stationery for secretary's office	107 23
gory, gas-lamps, Washington City	465 45
gory, gas-lamps, Georgetown	26 75
lon, paymaster, laborers' pay	2,000 00
plowing on M street from Twenty-fourth to G street	56 00
andenburg, repairing streets, Washington City	11 37
andenburg, Eighteenth street west, from E to G, northwest	717 11
er, repairing lamps, Washington City	53 45
rtney, terra-cotta pipe in square 449	12 00
rtney, terra-cotta pipe in M street	25 20
Greenwell, pumps in square 696	180 00
Greenwell, removing pump corner Fifth and Q streets	5 00
Greenwell, repairing pump, Washington City	43 00
ampbell, Tenth street east, from East Capitol to D, northwest	5,000 00
Third street west, from F to I, north	3,215 62
Karl, plowing on H street north	56 00
Karl, repairing tools, Fifth district	25 42
ry & Bro., carting stone	468 36
ler, Maryland avenue, from C, south, to Virginia avenue	1,000 00
wer in I street south, from D south to I street	500 00
y, Rhode Island avenue, from Seventeenth to Eighteenth, west	2,000 00
andenburg, Eighteenth, west, from Pennsylvania ave. to F, northwest	846 50
andenburg, F, north, from Seventeenth to Nineteenth, west	1,014 00
gh, stationery, superintendent of streets	2 50
nnis, Rhode Island avenue, from Sixth, west, to Boundary	367 56
lansbec, sewer Missouri avenue, from Third to Sixth-and-a-half, west	3,500 00
brick in E street north	22 50
trap, corners sundry streets	117 84
brick in Eighth street west	65 00
brick in Vermont avenue	229 95
d & Bro., curbing for Board of Public Works	1,787 45
adall, G street north, from Eighteenth to Twenty-second, west	600 00
superintendent H street west	78 00
Mills Cement Company, cement for M-street bridge	350 00
atterson, pipe for Board of Public Works	249 60
Mills Cement Company, cement for Seventh-street road	17 50
	87 50
Mills Cement Company, cement for repair of streets	43 75
lan, curbing and stop-cocks for water-registrar	4,357 65
an, pipe for water-registrar	11,163 05
ille & Co., Tiber Creek sewer	1,000 00
ille & Leitch, stop-cocks and traps for water-registrar	798 17
C street south, from Sixth to Nineteenth, east	4,000 00
curbing for Board of Public Works	4,385 84
curbing, guttering, coping, and bridge-stone	7,113 17
West, fitting up rooms in Morrison's building	1,446 95
mplin, forage of horse for water-registrar	48 58
ewspaper, advertising	30 50
n, draught for trees	680 69
t & Bro., draught for steam-roller	6,573 84
pherd, expenses to New York on board business	87 00
lett, expenses to New York on board business	49 00
Republican, advertising	111 56
rn, expenses to New York (S. V. Brown and A. B. Mullett)	64 80
g, painting posts and chain	30 00
g, lettering Morrison's building	28 40
mon, plowing Lincoln avenue	22 50
mon, tools, repairing road First district	53 25
in, superintendent H street	99 00
ity, D street north, from Nineteenth to Twentieth, west	6,361 95
ty, D street north, from Eleventh to Thirteenth, west	2,603 78
itt, lumber for G street, northwest	18 38
itt, repairing bridge on Eighteenth street west	9 78
itt, lumber barricade at Twenty-fourth street west	6 93
itt, temporary sidewalks on E street west	22 29
itt, repairing trunk First and D streets west	15 22
on, bridge stone	2,000 00
epublican, printing, assistant engineer	25 00
epublican, printing, public property	90 00
epublican, printing, Board of Public Works	20 00
evill, gas-lamps and repairs, Georgetown	69 50
evill, gas-lamps for Washington City	105 50
y, Seventh street, from K, north, to Boundary	2,800 00
olomons, stationery for superintendent of property	60 00
olomons, stationery for secretary's office	64 60
ert, New York avenue, from Ninth to Fifteenth street west	5,000 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872 Jan. 20	John Chapman, Twelfth street west, from Pennsylvania ave. to L street north
20	do
20	A. P. Fardon, paymaster, laborers' pay
20	J. Simpson, superintendent sewers Third street
20	S. Lloyd, watering Pennsylvania avenue and other streets
20	H. Himber, G street north, from Seventeenth to Twenty-second, west
20	J. L. Morgan, portable steam-engine
20	A. B. Hodge, mechanical service
20	J. A. Baker, tools and material
20	Miller & Stewart, hauling curb
20	Miller & Stewart, E street north, from Tenth to Thirteenth, west
20	A. P. Brown, brick, repairs sewer, Washington City
20	do
20	T. M. Kelley, making memorial book
20	Patrick Doyle, superintendent New York avenue
22	A. P. Fardon, paymaster, laborers' pay
22	Morehead Clay Works, tile-pipe for board
22	W. R. Smith, expenses to Philadelphia and New York to purchase trees
22	J. V. W. Vandenberg, repairs streets
22	W. W. Lanahan, Slash Run sewer
22	M. Shiner, Eleventh street east, from Pennsylvania avenue to E street north
22	A. R. Shepherd & Bros., fitting up rooms, Morrison's building
22	A. R. Shepherd & Bros., hauling trees for tree commission
22	J. McDermott, repairing carriage for superintendent streets
22	Peter McNamara, North Capitol street
23	A. Keppel, Eleventh and Twelfth streets, from Pennsylvania avenue to L, north
23	A. P. Fardon, paymaster, laborers' pay
23	W. Rothwell, connecting drain-pipe
23	H. I. Gregory, gas-lamps for Washington City
23	W. H. Jones, repairing pumps, Washington City
23	W. H. Jones, new pump, Washington City
23	F. & A. Schneider, lamp-posts, Washington City
23	F. & A. Schneider, grading, repairs of streets, Washington
23	do
23	F. & A. Schneider, pipe Seventh-street road
23	A. L. Nesmith, superintendent New York avenue
23	P. B. Dowell, superintendent Missouri avenue
23	J. Marshall, superintendent Maryland avenue
23	J. O. Evans, Pennsylvania avenue, from Fifteenth to Eighteenth street west
24	A. P. Fardon, laborers' pay
24	Wm. B. Redgrave, lumber, Seventh-street road
24	Wm. B. Redgrave, lumber, footing Eighth and L streets
24	Wm. B. Redgrave, lumber, repairs of streets, Fourteenth district
24	Wm. B. Redgrave, lumber, Fourteenth-street sewer
24	Wm. B. Redgrave, lumber, repairs bridge Seventh and K streets
24	G. W. Linville, Seventh street west, from canal to river
24	J. O. Evans & Co., pipe for board
24	C. E. Barney, express charges of engineer
24	National Republican, printing water-registrar
24	P. Cullinane, Four-and-a-half street, from Maryland avenue to arsenal
25	Thomas Lewis, M street north, from New York avenue to Vermont avenue
25	Campbell & Eslin, Tenth street east, from East Capitol to D
25	J. H. Fletcher, superintendent Third street
25	William B. Wilson, superintendent on Twelfth street
25	H. Clark, erecting pump at Georgetown
25	A. P. Fardon, paymaster, laborers' pay
25	Johnson Brothers, gravel for Washington street, Georgetown
25	W. H. Godey, Georgetown streets
25	W. H. Godey, Woodley-lane road
25	W. H. Godey, Seventh-street road
25	W. H. Godey, Thirteenth district
25	W. H. Godey, bridges, Washington
25	W. H. Godey, Sumner street
25	B. Goodrich, stone for M-street bridge
25	W. D. Wyvill, stove for superintendent of sewers
25	W. D. Wyvill, three stoves for superintendent of property
25	W. D. Wyvill, tin-work for Morrison's building
25	G. W. Goodall, spark-catcher in auditor's office
25	G. W. Goodall, pipe for superintendent of sewers
25	G. W. Goodall, pipe for Vermont avenue
25	G. W. Goodall, sewer on New York avenue, between Ninth and Thirteenth st
26	J. Curry, painting posts Fifteenth street
26	J. Curry, painting posts Fifteenth-and-a-half street
26	M. Wilson, Scotch pipe for Board of Public Works
26	T. H. Williams, N, north, from Connecticut avenue to Twentieth street
26	T. H. Williams, Rhode Island avenue, from Fourteenth to Seventeenth street
26	Sunday Herald, advertising
26	Fowler & Summers, stone for M-street bridge
26	W. Harry, hauling tools and material
26	Neville & Dearing, cleaning and repair of streets

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
ork and Georgetown Steam Packet Company, freight on stone and trees	\$284 88
sher, professional services	500 00
illery, Seventeenth, west, from New York to Pennsylvania avenue	161 42
illery, hydrants in Washington City	114 22
illery, water-services and repairs of G street	13 25
	10 75
illery, water-services and connections, G street	1, 160 78
man, glass for lamps in Washington City	194 75
man, glass for lamps in Georgetown	24 00
rtlett & Co., Tiber Creek sewer	4, 000 00
lce, stone for Seventh-street road	66 15
oodall, sewer-service from Louisiana avenue to G, north	1, 000 00
& Bro., manhole casting, Vermont and Massachusetts avenue	382 25
lanahan, Slash Run sewer	654 00
Gleason, repairing Pennsylvania avenue	1, 059 72
own, superintendent gas, water, and sewer services	132 00
Vywill, repairing gas-lamps in Washington City	125 25
	58 50
Vywill, repairing gas-lamps in Georgetown	24 00
ahan & Co., oil and paint for water-registrar	137 63
bert, T street north, from Seventeenth to Eighteenth street west	83 85
bert, Eighteenth, from Pennsylvania avenue to E street north	17, 550 00
bert, Twelfth, from Pennsylvania avenue to T street north	9, 512 67
hane, Nineteenth, from Pennsylvania avenue to K street north	10, 016 87
erson	942 27
syth	10 00
syth, map for superintendent of sewers	10 00
Hurdle, stone for Seventh-street road	66 15
l, Manning, gravel for Benning's road	266 00
ins, stone for Seventh-street road	63 42
Vandenburgh, stone for P-street bridge	3, 500 00
ane, Eleventh, west, from D to F street north	15, 950 00
aws, superintendent Seventh-street road	204 00
re, hydrants in Washington City	113 00
myer & Co., M-street bridge	1, 009 60
aylor, fitting up Morrison building	7, 716 25
Gleason, U street, across P street west	144 00
Gleason, M street south, across Eleventh street east	315 20
hins, bluestone for Lincoln avenue	6 00
Pettit, repairs of harness for board	2 45
Jr., livery and shoeing horses, chief engineer	189 00
ey, water-registrar, water-fund	3, 165 63
oteler & Co., articles for Morrison building	69 55
Granite Company, wharfage on curb	120 10
Gleason, G street north, from Twelfth to Fifteenth street west	3, 832 49
Boyd, three copies Directory for board	12 00
hazel, livery and horse-hire for board	50 00
hazel, livery and horse-hire for chief engineer	22 50
urphy, superintendent G street north	24 00
anabee, sewer on Missouri avenue, between Fourth and a-half and Sixth sts	5, 710 08
agan, hydrants in Washington City	95 74
yer, superintendent on Pennsylvania avenue and sewer-traps	84 00
oodall, labor and well corner Fifteenth and H-streets, northwest	33 50
oodall, pipe for superintendent of sewers	35 70
al Republican, advertising	174 38
Welch, superintendent on Massachusetts avenue	104 00
syth, map for Board of Public Works	20 00
amara, North Capitol street	21, 237 19
DeGummond, repair of pumps in Washington City	343 60
DeGummond, repair of pumps in Georgetown	6 25
upuy, superintendent P-street bridge	81 00
aters, fire-plug box for engineer	8 00
stone for Seventh-street road	180 55
well, work on sewers	600 00
linville, Seventh street, from canal to river	16, 000 00
ana, F street, between Eighteenth and Twenty-first streets west	2, 000 00
ana, Fifteenth street, between New York avenue and H street north	2, 000 00
ana, G street, between Seventeenth and Eighteenth streets west	2, 000 00
ana, I street, between Fifteenth and Fifteenth-and-a-half streets west	3, 000 00
n Reynolds, alley in square 366	50 00
ckhagen, harness and repairing Board of Public Works	20 25
regory, gas-lamps in Washington, D. C	438 70
man, Eighteenth street north, from New York avenue to F street west	13 50
man, Eighteenth street north, from New York avenue to Pennsylvania av	504 44
man, F street north, from Seventeenth to Twentieth street west	632 07
letcher, washing towels	2 78
Noyes, park posts on various streets	2, 025 45
ardon, laborers' pay	3, 500 00
Gleason, Seventh-street road	1, 000 00
Gleason, G street north, Twentieth to Twenty-first street west	1, 500 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Feb. 3	L. A. Bartlett & Co., Tiber Creek sewer
3	C. S. Atkinson, superintendent on canal
3	W. Bradley & Sons, G street north, Seventeenth to Eighteenth street west.
3	H. Brown, superintendent Slash Run sewer
3	J. C. Venning, superintendent on the canal
3	A. T. Joyce, repairing carriage for engineer
3	A. T. Joyce, difference in exchange of carriage
3	R. V. Colton, matches for steel lamps
3	P. Doyle, superintendent New York avenue
3	G. A. Barr, drawing gable engineer's office
3	S. C. Wroe, superintendent on G street, northwest
3	E. Fordan, superintendent from B street west to Massachusetts avenue
3	G. Flynn, superintendent First street west, from Indiana avenue to D street north
3	F. A. Stone, superintendent Seventeenth street west, from New York to Pennsylvania avenue.
5	M. W. Shekell, superintendent F street, from Twentieth to Twenty-second street
5	J. H. Fletcher, superintendent Third street, from D to I street north
5	D. J. Moffatt, superintendent Fourth-and-a-half st., from Maine avenue to Arsenal street
5	R. C. Murphy, superintendent from G street north, from Fifteenth to Thirtieth street west.
5	J. V. W. Vandenburg, Scotch pipe for board
5	G. M. Knox, hauling trees
5	C. H. Bliss, sweeping Pennsylvania avenue
5	Williams, Jolly & Co., wharfrage on stone
5	Williams, Jolly & Co., coal and wood superintendent property
5	A. P. Fardon, paymaster, laborers' pay
5	Kellogg Bridge Company, M-street bridge
5	C. H. White, stone Seventh-street road
5	T. M. Crouch, rent of lot on Sixth street
5	M. S. Henaley, repairing pumps in Washington City
6	Steamer New York, wharfrage on pipe for water-registrar
6	H. Bailey, superintendent Thirteenth street, from F to M, northwest
6	W. Morelane, stone for Seventh-street road
6	G. W. Goodall, brackets and repairing for attorney's office
6	Evening Star, advertising
6	J. D. Keitch, lumber, repairing road
6	J. D. Keitch, repairing culvert, Columbia road
6	Davenport & Himber, taking up wall canal
6	R. Boyd, lead, material, water-registrar
6	D. A. Connolly, North Carolina avenue, from First to Fifth street east.
6	D. A. Connolly, Fourth street east, from M street south to Georgia avenue
7	A. P. Fardon, laborers' pay
7	J. A. Baker, harness for engineer
7	J. V. W. Vandenburg, plank roadway, Bridge street, Georgetown
7	J. W. Tucker, pumps in second ward
7	A. S. Nesmith, superintendent on New York avenue
7	Capital newspaper, advertising
7	D. Hudnell, Pennsylvania avenue, from Fifteenth to Seventeenth street west
8	J. H. Russell, livery and shoeing horses for superintendent of streets
8	Albert Gleason, cleaning streets in Washington City
8	Albert Gleason, work on Seventh-street road
8	G. S. McGlue, superintendent on I street north, from Eighteenth street to Pennsylvania avenue.
8	G. S. McGlue, work on streets
8	Times newspaper, advertising
8	H. Clarke, stone for Seventh-street road
8	Hewitt & Lewis, Fourteenth street west, from K to N street north
8	C. H. Chaplin, horse-feed for water-registrar
9	W. Reynolds, alley in square 366
9	L. S. Filbert, E street north, between Tenth and Thirteenth streets west
10	J. Barry, B street north, from F to Q street west
10	J. G. Naylor, step-ladder for water-registrar
10	J. G. Naylor, stop-cock boxes for water-registrar
10	C. S. Bates, superintendent on L street north
10	Wash. Lanahan, Slash Run sewer
10	W. A. Fletcher, B street north, from Eleventh to Twelfth street east
10	Brennan & Schoyer, sewer on E street, from Tenth to Twelfth street west
10	W. B. Lacey, repairs bridge Wheeler road
10	L. A. Bartlett & Co., Tiber Creek sewer
12	J. V. W. Vandenburg, F street north, from Seventeenth to Twenty-First street west
12	J. V. W. Vandenburg, Eighteenth street west, from New York to Pennsylvania avenue
12	G. W. Goodall, I street north, from Twentieth to Twenty-fourth street west
12	William Buckley, sea-wall
12	R. A. Shinn, expenses to New York and Boston for board
12	Stewart & Miller, Thirteenth street west, from G, north, to Pennsylvania avenue
12	Stewart & Miller, Ninth street west, from D, north, to Pennsylvania avenue
12	Stewart & Miller, E street north, from Tenth to Eleventh street
12	Stewart & Miller, E street north, from Eleventh to Thirteenth, west.

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.	Amount.
1872.		
Feb. 13	Davenport & Himber, New York avenue to canal	\$709 00
13	H. Himber, G street north, from Seventeenth to Eighteenth, west	682 28
13	S. L. Phillips, professional services	500 00
13	J. B. Davis, H street north, from Nineteenth to Twenty-second, west	1, 449 50
13	J. Thomas, alley, square 518	218 95
13	Davenport & Himber, Seventeenth street west, from Pennsylvania to New York avenue	84 89
13	D. E. Davenport, Seventeenth street west, from Pennsylvania to New York avenue	360 07
13	D. E. Davenport, G street north, from Seventeenth to Eighteenth, west	706 42
13	Davenport & Himber, Seventeenth street west, from Pennsylvania to New York avenue	1, 618 96
13	D. E. Davenport, G street north, from Seventeenth to Twenty-second, west	1, 909 86
13	D. E. Davenport, Seventeenth street west, from Pennsylvania to New York ave.	30 91
13	H. Himber, G street north, from Seventeenth to Twenty-second, west	1, 634 83
13	H. Himber, Seventeenth street west, from Pennsylvania to New York avenue	92
13	do	90 67
13	H. Himber, G street north, from Seventeenth to Eighteenth, west	111 87
13	H. Himber, G street north, from Seventeenth to Twenty-second, west	1, 111 79
13	Albert Gleason, G street north, from Twentieth to Twenty-first, west	1, 200 00
13	A. P. Brown, stone, Seventh-street road	4, 142 50
13	Georgetown Courier, advertising	16 50
13	S. Cook, alley, square 724	2, 430 45
13	J. A. Nelson, New York avenue, from Ninth to Fifteenth street west	200 00
13	H. Larnon, livery horse for engineer	61 62
14	L. Clephane, Eighth street from Market space to D street north	244 97
14	L. Clephane, Market space, between Seventh and Ninth streets west	1, 461 35
14	L. Clephane, G street north, from Seventh to Ninth, west	1, 385 80
14	G. W. Linville & Co., lumber for property-yard	33 74
14	D. Hudnell, brick for Pennsylvania avenue, between Fifteenth and Seventeenth streets west	169 97
14	D. Hudnell, water-services, lot 4, square 167	22 90
14	Albert Gleason, G street north, from Seventh to Fifteenth, west	656 25
14	H. B. Lein & Co., stove-fixtures, &c.	56 00
14	H. B. Lein & Co., window-light, secretary's office	1 50
15	E. Dubant, superintendent on Vermont avenue	18 00
15	C. H. Bliss, sweeping streets	200 00
15	do	100 00
15	G. M. Wight, articles for Morrison's building	932 00
15	Wilson & Greenville, repairing pump Washington City	465 12
16	H. J. McLaughlin, H street north, between Seventh and Thirteenth, west	1, 000 00
16	G. P. Hopkins, iron safe, treasurer's office	150 00
16	W. A. Wilson, alley, reservation C	1, 244 72
16	N. B. Fugitt, lumber various streets	27 43
16	N. B. Fugitt, lumber temporary sidewalk	120 85
16	Andrew Gleason, North Capitol street, between H and I	99 38
16	Andrew Gleason, alley, square 518	437 43
16	Andrew Gleason, Maine avenue, between Third and Sixth streets	851 16
16	Andrew Gleason, south side Washington street	836 63
16	Andrew Gleason, K street north, between North Capitol and First streets west	118 50
16	R. G. Campbell, stone Missouri avenue, from Ninth to Fourteenth street west	2, 000 00
16	G. W. Goodall, I street north, between Twenty-first and Twenty-second, west	159 48
16	William Clabaugh, repairing Olive street, Georgetown	59 00
16	William Clabaugh, repairing streets, Georgetown	4 73
16	N. Wilson, professional services	500 00
16	Baltimore and Ohio Railroad Company, freight on pipe	216 70
16	Washington and Georgetown Railroad Company, car-tickets	10 00
17	William Reynolds, alley, square 366	3 76
17	William Reynolds, Redfern street	52 22
17	Alexander Campbell, sewer East Capitol street, Second to Sixth, east	2, 000 00
17	Sunday Gazette, advertising	54 00
17	Baltimore and Ohio Railroad Company, freight on pipe	214 50
17	G. L. Sheriff, coal superintendent property	9 00
17	G. L. Sheriff, coal property-yard	9 00
17	G. L. Sheriff, wood property-yard	23 50
17	G. L. Sheriff, coal and wood, Morrison's building	97 00
17	A. P. Fardon, paymaster, laborers' pay	2, 400 00
17	S. E. Clark & Co., lumber, various streets, per certificates 461, 462, 463, 464, 465, 466, 467, 468, 469, 470	422 72
17	White & Brother, repairing sewers	3 00
17	White & Brother, manhole castings, &c.	1, 237 50
17	George Boswell, sewer, Second street east, from Pennsylvania avenue to D street	1, 000 00
17	J. V. W. Vandenburg, F street north, from Eighteenth to Twenty-first, west	1, 000 00
17	T. Bentzer, superintendent Ninth street west	18 00
17	L. A. Bartlett & Co., Tiber Creek sewer	3, 000 00
17	R. A. Shinn, bridge for G street south	2, 000 00
17	Albert Gleason, Seventh street west, from B to river	1, 000 00
17	Albert Gleason, Seventeenth street west, from New York avenue to D st. north	1, 000 00
19	J. W. & D. C. Forney, advertising	34 88
19	C. H. Bliss, sweeping streets	300 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Feb. 19	New York Times, advertising.....
19	F. Gritz, superintendent on Ninth street.....
19	B. Hutchins, New York avenue, between Tenth and Fourteenth streets west.....
20	J. S. Weems, B street north, from First to Fourth, west.....
20	Rothwell & Holden, Pennsylvania avenue, between Third and Fourth sts. east.....
20	G. F. Rider, taking down and removing Fourth-and-a-half street bridge.....
20	A. P. Fardon, paymaster, laborers' pay.....
20	P. W. Doyle, superintendent on New York avenue.....
20	G. W. G. Eslin, Sixteenth-street road.....
20	Albert Gleason, curb for board.....
20	Albert Gleason, unloading curb.....
20	Thomas Kirby, New York avenue, between Fifth and Seventh streets west.....
20	Philadelphia Inquirer, city-item advertising.....
20	Emmatt, Dunbar & Co., Fifteenth street, from New York ave. to Vermont av.....
20	J. C. Parker, stationery, assistant engineer.....
20	J. C. Parker, stationery, collector and assessor.....
20	J. C. Parker, stationery, superintendent of streets.....
20	J. C. Parker, stationery, engineer.....
20	J. C. Parker, stationery, superintendent of sewers.....
20	J. C. Parker, stationery, comptroller's office.....
20	J. C. Parker, stationery, superintendent of property.....
20	Philp & Solomons, stationery, comptroller's office.....
20	Philp & Solomons, stationery, assistant engineer.....
20	Philp & Solomons, stationery, parking commission.....
20	Philp & Solomons, stationery, M-street bridge.....
20	Philp & Solomons, stationery, superintendent of property.....
20	do.....
20	Philp & Solomons, stationery, auditor's office.....
20	Philp & Solomons, stationery, engineer.....
20	Philp & Solomons, stationery, assessor and collector.....
20	Stackpole & Brother, instruments for engineers.....
20	L. & H. E. Gurley, instruments for engineers.....
20	L. A. Schneider, tape-lines for engineers.....
21	G. W. Linvills, Seventh street, from canal to river.....
21	J. A. Stevenson, superintendent on Seventh street.....
21	G. Kirby, superintendent on E street.....
21	Washington Gas-Light Company, gas for Morrison's building.....
21	A. P. Fardon, paymaster, laborers' pay.....
21	W. H. Tucker, repairs pumps, Washington City.....
21	H. Clark, repairs pumps, Washington City.....
21	Georgetown Gas Company, gas-services, Georgetown.....
21	Sunday Herald, advertising.....
21	B. T. Swart, stone, Seventh-street road.....
21	Schooner Golden Gate, freight on pipe.....
21	L. A. Bartlett & Co., Tibor Creek sewer.....
24	Albert Gleason, Seventeenth, west, between New York ave. and E, north.....
24	Albert Gleason, Seventh street west, from B, south, to river.....
24	L. A. Bartlett & Co., Tibor Creek sewer.....
24	S. Loyd, watering streets.....
24	D. Haunon, Ninth street west, from C to T, north.....
24	T. Sherman, stone taps, culvert, and casings.....
24	L. H. Douglass, superintending on E, north, from Eighteenth to Twenty-sixth.....
24	H. I. Gregory, lamps for Washington City.....
24	H. I. Gregory, lamps for Georgetown.....
24	D. A. Connolly, H street north, from First to Third, west.....
24	N. S. Thompson, furniture Board of Public Works.....
24	H. J. McLaughlin, E street north, from Seventh to Thirteenth, west.....
24	Campbell & Eslin, Eighth street east, from B, south, to Maryland avenue.....
24	J. A. Nelson, New York avenue, from Ninth to Fifteenth, west.....
24	G. W. Goodall, sewer, Fifth street west, from D to G, north.....
27	C. E. Barnes, express charges on lever.....
27	Jones & Collins, T street north, from Seventeenth to Nineteenth, west.....
27	L. B. Cutler, services captain watch.....
27	W. W. McLaughlin, Slash Run sewer.....
27	C. C. Scriber, intersection C street with Maryland and Virginia avenues.....
27	O. O'Hare, repairs Fourteenth-street sewer.....
27	O. O'Hare, hydrants, Washington City.....
27	O. O'Hare, relaying old water-course, G street north, between Fourth and Fifth.....
27	O. O'Hare, G street north, between Fourth and Fifth, west.....
28	B. Hutchins, sewer, Eighth street, from G to L, north.....
28	B. Hutchins, sewer, L street, from Ninth to Tenth, north.....
28	J. O'Hagan, Twenty-fourth street west, between L and M, north.....
28	J. O'Hagan, G street north, from Twenty-first to Twenty-second, west.....
28	W. McClean, lumber repair streets, Washington City.....
28	T. M. Crouch, storage Scotch sewer-pipe.....
29	Gibson & Brother, printing for treasurer and auditor.....
29	G. W. Goodall, hydrants, Washington City.....
29	G. W. Goodall, repair lamps, Washington City.....
29	G. W. Goodall, shades and gas-tubes.....
29	J. V. W. Vandenburg, Scotch pipe for board.....
29	T. Lubey, water-registrar, to pay employes.....

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
ara, North Capitol street, from E to L.....	\$4,911 00
ara, North Capitol street, from C to D.....	1,519 61
Brothers, lumber, M-street bridge.....	17 46
Brothers, lumber, Bridge street, Georgetown.....	352 62
Republican, job printing.....	208 00
Republican, advertising for board.....	85 32
Republican, advertising for water-registrar.....	229 88
Freestone Company, stone, Fifteenth st., between H and Fourteenth.....	7 92
repairing tools for water-registrar.....	216 77
lett & Co., Tiber Creek sewer.....	4,000 00
andenburg, T street north, from Seventeenth to Twentieth, west.....	1,021 26
andenburg, Eighteenth st. west, from Pennsylvania to New York ave.....	757 18
ey, sea-wall.....	1,000 00
n, sewer, Vermont avenue, from Fourteenth to Circle.....	900 00
cher, washing towels.....	8 64
pairs sewers, Washington City.....	8 50
stone, Seventh street road.....	1,259 61
or, small-pox hospital.....	2,100 00
ewell, sewer, South Capitol street.....	800 00
ewell, D street south, from South Capitol to First, east.....	1,900 00
superintendent on Massachusetts avenue.....	100 00
lon, laborers' pay.....	3,000 00
s & Co., lumber, plank road, Bridge street, Georgetown.....	2,929 79
lon, laborers' pay.....	3,000 00
n, plans for sewerage.....	800 00
ish, hardware, Bridge street, Georgetown.....	11 00
lon, laborers' pay.....	500 00
of office-clerks, messengers, &c., from date of appointment to Nov. 30, 1871.....	8,452 02
office superintendent property, November 30, 1871.....	595 56
office superintendent streets.....	1,627 76
office contracts.....	1,307 23
.....	940 96
office engineers.....	6,974 61
office engineers for December, 1871.....	4,709 55
office auditor for December, 1871.....	858 33
office assessor and collector.....	408 33
office superintendent sewers.....	507 50
contract office.....	600 90
clerks secretary and treasurer's office, December, 1871.....	2,400 14
office superintendent property.....	1,545 82
office superintendent streets.....	733 34
office superintendent sewers, January, 1872.....	597 49
office contracts.....	479 16
office auditors.....	981 66
office engineers.....	3,393 31
office assessors and collectors.....	408 33
office superintendent streets.....	736 10
office engineers.....	2,814 80
office superintendent property.....	1,424 31
office engineers, February.....	3,080 82
office auditors.....	1,109 99
office superintendent sewers.....	597 40
office superintendent streets.....	583 33
office engineers.....	3,765 00
office superintendent property.....	947 98
office superintendent laborers Fourth-and-a-half-street bridge.....	92 25
cleaning and repairing Third and Fourth districts.....	91 00
office superintendent property, supplementary.....	31 50
employés M-street bridge.....	1,493 62
repairing sewers, Georgetown.....	31 25
Bridge street, Georgetown.....	6 25
laborers Washington canal.....	806 62
wall and bridge on canal.....	367 00
er, work on canal.....	2,000 00
p E. C. Knight, freight on stone.....	6 78
y bills, revenue-stamps, &c.....	30 20
e and Ohio Railroad Company, freight on pipe.....	100 65
.....	101 75
.....	49 50
.....	2 00
.....	13 00
.....	19 50
.....	1 75
.....	2,500 00
.....	1,000 00
.....	400 00
.....	3,535 91
Newspaper Association, advertising.....	20 00
.....	202 92
.....	16 02
.....	1 06

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872	
Mar. 19	H. A. Dupuy, superintending P-street bridge
19	Baltimore and Ohio Railroad Company, freight on pipes
19	do
19	Albert Gleason, New York avenue, from Seventeenth to Eighteenth street
19	Certificate, J. H. Teemyer, work on canal
19	do
19	do
19	do
19	J. E. Venning, clerk superintendent canal
19	E. S. Atkinson, clerk superintendent canal
19	Thomas Harris, repairing for Board of Public Works
19	Samuel Strong, Slash Run sewer
21	C. M. Bliss, sweeping streets
21	C. McNichol, fitting up room in Morrison building
21	G. T. J. Morael, arbitration on bill of J. G. Naylor
22	S. C. Wroe, superintendent on G street north
22	W. Evans, boxes for fire-plugs for water-registrar
23	A. P. Fardon, paymaster, laborers' pay
25	J. V. W. Vandenburg, Eighteenth street, from New York to Pennsylvania
25	J. V. W. Vandenburg, F. north, from Seventeenth to Twenty-first street
25	Daniel C. Connolly, H. north, from First to Second street west
25	S. Lloyd, watering streets
25	George Neitzey, Pennsylvania avenue to canal
26	S. Lloyd, watering streets
26	S. P. Brown, expenses to and from New York
26	C. B. Dyer, superintendent on Pennsylvania avenue
26	A. P. Fardon, laborers' pay
26	Chronicle Publishing Company, advertising
26	National Republican, publishing for water-registrar
26	National Republican, stationery for vice-president
26	A. P. Brown, cement M-street bridge
26	do
26	A. P. Brown, cement repairing sewers
26	Parsons & Co., New York, trees for Board of Public Works
26	T. M. Crouch, wharfage on paving-block
26	T. M. Crouch, storage pipes, &c
26	Potomac Mills Company, cement M-street bridge
27	L. A. Bartlett & Co., Tiber Creek sewer
27	do
27	do
27	R. G. Campbell, Massachusetts avenue, from Ninth to Fourteenth street
27	Stackpole & Brother, gas-lines for engineer
27	Boston Daily Journal, advertising
27	E. Fardon, superintendent Second street
27	T. J. Galt, superintendent on Tiber Creek sewer
27	R. G. Ryan, superintendent on East Capitol street
27	J. Flynn, superintendent on First street
28	C. M. Bliss, sweeping street
28	J. R. Contee, watchman canal
28	A. P. Fardon, paymaster, laborers' pay
28	J. Sined, street-scraper
28	Baltze & Yates, gravel Washington street, Georgetown
28	F. A. Smith, copying testimony investigating committee
28	H. Tunnelty, coal superintendent property
28	H. Tunnelty, coal property-yard
28	S. P. Brown, superintendent Tiber Creek sewer
28	S. P. Brown, superintendent sewer Missouri avenue
28	J. W. McKnight, furniture engineer's office
28	J. H. Russell, livery and shoeing for superintendent property
28	G. W. G. Eslin, work on Sixteenth-street road
28	A. S. Nesmith, superintendent New York avenue
28	L. A. Bartlett & Co., Tiber Creek sewer
29	S. Lloyd, cleaning streets in Washington
29	Baltimore and Ohio Railroad, freight on pipe
29	do
29	J. V. W. Vandenburg, tile-pipe for board
30	R. Cruik, jr., livery, &c., assistant engineer
30	do
30	J. A. Stevenson, superintendent on Seventh street west
30	H. Hill, superintendent on Eleventh street west
30	H. Hill, superintendent on Twelfth street west
30	T. J. Myers, superintendent Slash Run sewer
30	do
30	B. Goodrick, sand M-street bridge
30	National Era, advertising
30	T. Lubey, water registrar, to pay employes
30	W. Wurdeman, repairs instrument, engineer's office
30	J. P. Hurley, repairs hydrants, Washington City
30	C. E. Evans, Twentieth street, from E. north, to Pennsylvania avenue
30	D. R. Parker, superintendent on Maryland avenue

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
superintendent streets	\$52 00
Co., sweeping Pennsylvania avenue	122 50
De Grammond, erecting and repairing pumps, Washington City	768 40
oyes, park posts	1,303 25
n, Bridge street, Georgetown	1,000 00
n, Green street, Georgetown	1,000 00
& Beckett, Twentieth street, between M and P, north	1,200 00
on, paymaster, laborers' pay	2,500 00
el, livery horse for engineer	50 00
el, hire horse for Board of Public Works	186 00
superintendent Second street west	78 00
superintendent Seventh street west	78 00
ker, erection and repairing pumps Washington City	632 10
erection and repairing pumps Washington City	87 90
er, stationery secretary's office	49 40
er, stationery inspector buildings	106 25
superintending on Pennsylvania avenue	78 00
be, watchman canal	26 00
ne, preparing plans for sewers	400 00
all, sewer East Capitol, from Second to Eleventh, east	4,500 00
ory, gas-lamps Washington	122 82
e, special superintendent	116 00
cher, washing towels	6 96
t, special superintendent	80 00
ett & Co., Tiber Creek sewer	1,000 00
on, paymaster, laborers' pay	2,000 00
jr., special superintendent	48 00
er superintendent on Fourth-and-a-half street	123 00
son, special superintendent	78 00
son, special superintendent	96 00
meyer, special superintendent	68 00
andenburg, sewer on G, north, from Thirteenth to Fourteenth, west	1,500 00
andenburg, H, north, to N. Y. avenue bet. Thirteenth and Fourteenth	500 00
han, assistant special superintendent	9 00
tz, messenger to vice-president	20 00
tz, assistant to special superintendent	9 00
ott & Bros., repairing wagon for water-registrar	71 25
ott & Bros., repairing carriage for superintendent streets	4 60
kins, assistant to special superintendent	6 00
carrying chain for special superintendent	12 00
jr., rent of stable for Board of Public Works	26 00
superintendent sewer Missouri avenue	104 00
th, repairing plats	130 00
ber, G, west, from Seventeenth to Eighteenth, west	250 00
services as superintendent	104 00
, livery for horse	28 00
, scraper for roads	30 00
on, paymaster, laborers' pay	3,000 00
olomons, stationery for superintendent of property	6 33
	14 68
	45 58
olomons, stationery for engineer	68 25
olomons, stationery for secretary's office	50 90
ht, superintendent D street west	260 00
le, superintendent New York avenue	25 00
anabee, sewer Second, west, from B to I, north	4,000 00
y, Twelfth, west, from E to F, west	1,500 00
lug, clerk superintendent of canal	75 00
ewis & Co., Vermont avenue, from K, north, to Fourteenth-street circle	5,000 00
ott & Bros., repairing carriage for superintendent streets	13 50
ott & Bros., repairing wagon for parking commission	200 00
ans, Bridge street, Georgetown	14 00
ara, North Capitol street, from L, north, to New York avenue	1,000 00
Fourth, east, from H to K, north	500 00
weeping Pennsylvania avenue	72 00
rd, repairing pumps for Washington City	59 25
a, sweeping streets	300 00
ason, Eighth, from Second, north, to Rhode Island avenue	700 00
f, Malden, freight on pipe	175 00
well, D, south, from First, east, to canal	1,784 00
andenburg, F, north, from Seventh to Twenty-first, west	6,593 10
er, special superintendent	28 00
rumwell & Co., repairing lamps Washington City	309 25
n, awnings for Morrison's building	20 00
y, Eleventh, west, from F to H, north	2,695 72
mpbell, sewer East Capitol street, from Second to Fourth, west	32 48
lin, work on Sixteenth-street road	1,617 35
Fourth, east, from H to K	200 00
& Edlin, Eighth, east, from B, south, to Maryland avenue	4,000 00
superintendent on Eastern market-house	48 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
April 11	Albert Gleason, Rhode Island avenue, from Seventh street to Circle
11	Albert Gleason, Eighth, from Q to R
11	Walsh & Lynch, horseshoeing for Board of Public Works
13	T. Lubey, water-registrar, to pay employes
15	A. P. Fardon, paymaster, laborers' pay
15	G. S. Atkinson, superintendent on canal
15	L. A. Bartlett & Co., Tiber Creek sewer
15	Fowler & Yarwood, stone for M-street bridge
15	C. E. Evans, G, north, from Seventeenth to Twenty-second, west
15	J. V. W. Vandenburg, Eighteenth, west, from E, north, to Pennsylvania avenue
15	J. V. W. Vandenburg, Nineteenth, west, from E, north, to Pennsylvania avenue
15	N. Acker, granite curb for Board of Public Works
15	Albert Gleason, Seventeenth, west, from New York avenue to E, north
15	N. Green, repairing pumps Washington City
15	N. G. Hurley, repairing pumps Washington City
15	T. M. Hilleary, Twelfth, north, from Pennsylvania avenue to E, north
15	B. F. Craig, testing tile-pipe
15	S. Wroe, superintendent on G street north
15	J. Harry, water-registrar's rooms
15	G. W. Goodall, sewer-pipe for water-registrar
15	Pettit & Drips, lamp-posts Washington City
15	W. H. Jones, repairing pumps Washington City
15	Sunday Gazette, advertising
16	P. Brennan, alley, square 77
16	J. O. Evans, Pennsylvania avenue, from Fifteenth to Eighteenth, west
16	J. W. McKnight, desk for superintendent of building
16	H. Coleman, Sumner street, Howard University
16	John Chapman, Vermont avenue, between I and K
16	John Chapman, Seventeenth, west, from Pennsylvania to New York avenue
16	John Chapman, G, north, from Seventeenth to Eighteenth, west
16	John Chapman, work on streets per schedule
16	W. C. Hazel, horse for engineer
16	National Republican, advertising
17	A. P. Fardon, paymaster, laborers' pay
17	Morris Murphy, Sixth, west, from Missouri avenue to Boundary
18	J. G. Baldwin, filling canal
18	T. A. Conrad, surveying-rods for engineer
18	J. V. W. Vandenburg, Scotch tile-pipe
18	J. V. W. Vandenburg, N, north, from Thirteenth to Fourteenth, west
18	J. V. W. Vandenburg, sewer G, north, from Thirteenth to Fourteenth, west
18	J. V. W. Vandenburg, sewer H, north, from Thirteenth to Fourteenth, west
18	T. M. Crouch, wharfage on stone
18	do
18	T. M. Crouch, wharfage on tile
18	Bolwell Granite Company, curbing for Board of Public Works
18	A. P. Fardon, paymaster, laborers' pay
18	G. L. Sheriff, wharfage on stone
18	G. L. Sheriff, wharfage on pipe
18	G. L. Sheriff, unloading stone
19	W. Bradley & Sons, square 168
19	West & Bro., brick for Vermont avenue
19	L. A. Bartlett & Co., Tiber Creek sewer
19	N. B. Fugitt, lumber for barricades
19	N. B. Fugitt, lumber for building arch
19	N. B. Fugitt, lumber for foot-bridge
19	N. B. Fugitt, lumber for repairing trunk
19	N. B. Fugitt, lumber for repairing bridge
19	N. B. Fugitt, lumber for repairing crossings
19	N. B. Fugitt, lumber for trunk
19	N. B. Fugitt, lumber for tool-case
19	N. B. Fugitt, lumber for repairs of bridge
19	N. B. Fugitt, lumber for building bridge
19	N. B. Fugitt, lumber for repairs of bridge
19	N. B. Fugitt, lumber for temporary crossing
20	A. P. Fardon, paymaster, laborers' pay
20	J. V. W. Vandenburg, Virginia avenue, northwest
22	Great Falls Ice Company, ice for board
22	T. H. Hilleary, Seventeenth street, between Pennsylvania avenue and H, north
22	Sunday Morning Chronicle, advertising
22	G. Follansbee, sewer, New York avenue, from Third street west to Tiber Creek
22	J. C. Parker, stationery for assessor and collector
22	J. C. Parker, stationery for water-registrar
22	do
22	J. C. Parker, stationery for contract office
22	J. C. Parker, stationery for secretary's office
22	J. C. Parker, stationery for engineer's office
22	J. C. Parker, stationery for auditor's office
22	A. S. Nesmith, superintending New York avenue
24	C. E. Evans, G street north, from Seventeenth to Twenty-second, west
24	C. H. Pettit, special superintendent

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
Clay Works, tile-pipe for board	\$5,000 00
& Ohio Railroad Company, freight on pipe	209 00
Brother, manhole castings	124 00
ey, express for level	1 00
as, Seventeenth street northwest	5,000 00
and Ohio Railroad Company, car-tickets	10 00
f officers, supplemental, superintendent of property for March, 1872	801 99
ory, stove fixtures, water-registrar	4 13
ory, gas-lamps Washington City	101 46
ory, gas-lamps Georgetown	5 34
erks and employes engineer's office, for March, 1872	3,136 32
erks and employes auditor's office, for March, 1872	1,153 32
erks and employes superintendent streets, for March, 1872	583 32
erks and employes superintendent sewers, for March, 1872	597 49
erks and employes executive office, for March, 1872	4,065 12
etta, G street north, from Maryland avenue to Sixth street west	1,500 00
itzey, Twelfth street west, from Pennsylvania avenue to river	10,000 00
ton, N street south, from Sixth to Seventh, west	20 00
reenwell & Co., repairing pumps, Washington City	401 00
reenwell & Co., new pump in Union Square	66 50
sewer New York avenue, from Seventh to North Capitol street	1,354 60
Stewart, E street north, from Tenth to Twelfth, west	1,282 82
cher, washing towels	8 76
r, copying corporation laws for water-registrar	25 00
ert, E street north, from Ninth to Twelfth, west	2,010 00
ert, Seventh street north, from Pennsylvania avenue to canal	5,000 00
lett & Co., Tiber Creek sewer	5,000 00
e, freight on pipe	159 12
	28 00
d & Brothers, freight on curbing	600 00
n, preparing plans	1,000 00
lor, building small-pox hospital	2,125 50
er, Twenty-first street west, from M, north, to Boundary	1,493 52
& Becket, Twentieth street west, from M to P, north	2,740 98
wn, expenses incurred in Philadelphia and Washington	126 50
Lucy Jones, freight on curb	368 80
man, gas-lamps, Washington, for December, 1871	129 80
man, gas-lamps, Georgetown, for December, 1871	9 25
man, gas-lamps, Washington, to January 15, 1872	24 50
man, gas-lamps, Georgetown, for February	5 26
man, glazing gas-lamps, March, 1872	4 68
man, glazing gas-lamps, Washington, from 15th to 31st January, 1872	46 70
man, repairing gas-lamps, Washington, from 15th to 31st January, 1872	41 04
man, repairing gas-lamps, Washington, for February, 1872	89 54
man, repairing gas-lamps, Washington, for March, 1872	91 21
man, repairing gas-lamps, Georgetown, from January 15 to 31, 1872	5 56
man, glazing gas-lamps, Washington, for February, 1872	56 99
man, glazing gas-lamps, Georgetown, for February, 1872	4 48
man, repairing gas-lamps, Georgetown, for February, 1872	11 12
man, repairing gas-lamps, Georgetown, for March, 1872	11 12
man, glazing gas-lamps, Washington, for March, 1872	85 41
n, Gay street, Georgetown, 1872	200 00
na, Aqueduct street, Georgetown, 1872	500 00
n, Olive street, Georgetown, 1872	300 00
n, Montgomery street, Georgetown, 1872	2,500 00
n, Bridge street, Georgetown, 1872	2,500 00
W. A. Jones, freight on curb	680 00
eler, articles for Morrison's building	60 52
eler, matches for superintendent of lamps	50 00
riff, coal for property yards	32 75
& Schoyer, Vermont avenue, from Massachusetts avenue to K street	2,013 20
& Schoyer, Vermont avenue, between L and M streets	22 80
es, furniture for various offices	160 38
r, materials and labor for Sumner street	217 76
uch, rent of lot for storing tile	30 00
uch, wharfage on stone	40 00
s and Ohio Railroad Company, freight on pipe	7 03
s and Ohio Railroad Company, freight on trees	25 93
y, Thirtieth street west, from F, north, to Massachusetts avenue	1,500 00
First street east, from Pennsylvania avenue to D, north	200 00
South Capitol street, from B to D, south	800 00
ford, Union alley, square 502	1,200 00
rom, blank books for water-registrar	32 00
nolly, H street north, from Third, west, to New Jersey avenue	450 00
ina, sewer in Beall street, Georgetown	1,500 00
schmidt, repairing lock and keys	11 15
ford, Union street, Washington	500 00
inson, superintendent on canal	100 00
, granite curb for board	2,757 30
, granite corners, Third street north, from D to G, west	165 12
Gleason, Maryland avenue, from Sixth, east, to Boundary	8,000 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
May 1	D. R. Parker, superintendent Maryland avenue
1	J. E. Venning, superintendent canal
1	C. E. Evans, F street north, from Eighteenth to Twenty-seventh, west
2	L. Lloyd, watering Pennsylvania avenue
2	J. Cornell, unloading pipe and curb
2	J. Cornell, cleaning and repairing streets, Washington City
2	T. Lubey, water-registrar, pay for employees
2	H. Schaney, services as line-boy
2	E. Lucas, services as line-boy
2	J. J. Neagle, special superintendent and clerk
2	H. Forsyth, clerk superintending preparing plats
2	S. P. Robertson, special superintendent
2	E. Farlon, superintendent Second street west
2	J. S. Linthicum, special superintendent
2	J. Flynn, superintendent on First street west
2	J. B. Callahan, New York avenue, between Third and Fifth streets west
2	E. Dubant, superintendent on Vermont avenue
2	C. E. Walker, special superintendent
2	H. Mankin, line-boy
2	C. H. Heintz, special superintendent
2	M. Hayey, line-boy
2	G. Brown, line-boy
2	J. Brown, jr., special superintendent
2	L. Clephane, repairs wood pavement in Washington City
2	J. O. Evans, Pennsylvania avenue, Fifteenth to Eighteenth street west
2	W. Forsyth, map for tree commission
2	T. W. Hilleary, G street north, from Twentieth to Twenty-first street west
2	H. J. McLaughlin, sewer on H street north, from Seventh to Thirteenth, west
2	H. J. McLaughlin, sewer on H street north, from Twelfth to Eleventh, west
2	Albert Gleason, depositing earth in canal
2	Albert Gleason, laying gutters on Seventh-street road
2	B. S. French, stationery contract office
2	D. Welch, special superintendent
2	H. Himber, G street north, from Seventeenth to Eighteenth street west
2	H. Himber, Eighteenth street west, from Pennsylvania avenue to G street
2	H. Birch, Seventeenth street, from Pennsylvania to New York avenue
2	do
2	W. Saffel, line-boy
2	B. McIntyre, repairing instrument for engineer
2	A. P. Fardon, paymaster, laborers' pay
2	do
7	Pay-roll, supplementary, superintendent property for March, 1872
7	J. O. Evans, cement M street bridge
7	J. McLaughlin, G street north, from Seventeenth to Eighteenth street west
7	do
7	J. McLaughlin, Seventeenth street west, from Pennsylvania to New York
7	do
7	L. S. Filbert, New York avenue, from Thirteenth to Fifteenth street west
7	Schooner A. V. Bergen, freight on curb
7	Schooner A. P. Rowland, freight on curb
7	Lockwood Bros., curb for board
7	B. Goodall, sand for M-street bridge
7	Albert Gleason, granite curb
7	G. L. Sheriff, wharfage on bluestone
7	G. L. Sheriff, wharfage and hauling for Richmond Granite Company
7	C. Shea, superintendent on New York avenue
7	A. R. Shepherd & Bros., fitting up Morrison building
7	Tucker De Grummond, repairs pumps, Washington
7	George Waters, cement for repairs of sewers
7	Gray & Noyes, iron posts and chains on I street north
7	Schooner A. Hulbert, freight on curb
8	H. Brown, superintendent sewer Missouri avenue
8	B. J. Cramer, superintendent Fourth-and-a-half street
8	M. J. Hurley, repairs pumps, Washington
8	Baldwin Bros., pegs engineer's office
8	D. Hudnell, Pennsylvania avenue, from Fifteenth to Eighteenth street west
8	J. O. Evans, Fifteenth street west, from Pennsylvania to New York avenue
8	Wm. F. Fletcher, P street north, between Twenty-second street and bridge
8	National Republican, books, blanks for superintendent streets and others
8	National Republican, books, blanks for superintendent buildings
8	National Republican, stationery secretary's office
8	H. Wingate, account Eastern market-house
8	C. H. Burgess & Co., wood for water-registrar
8	T. J. Galt, superintendent Tiber Creek sewer
8	J. Curry, parking posts and chains
10	H. Himber, setting posts on Seventeenth street west
10	Brice & Berry, shovels, brooms for cleaning streets
10	G. A. Barr, superintendent Eastern market
10	R. S. Hugn, New Hampshire avenue, from circle to circle
10	National Republican, advertising
10	J. W. Hilleary, G street north, Seventeenth to Eighteenth street west

Expenditures of James A. Magruder, Jr.—Continued.

Paid.	Amount.
rdon, laborers' pay	\$4,000 00
& Yarwood, stone for M-street bridge	1,400 00
emver & Co., bridge F and crossings James River Creek	500 00
ad Clay Works, tile for board	2,862 04
aylor, fitting up Morrison building	1,955 06
asbee, First street, from Indiana avenue to G street	1,138 27
asbee, sewer Second street, Pennsylvania to Massachusetts avenue	630 77
an, tree-guns parking commission	108 87
smith, superintendent New York avenue	78 09
ert, E street north, Tenth to Thirteenth street west	837 50
Laughlin, P street, from Seventeenth to Eighteenth street west	84 00
aper & Co., stakes for trees	26 14
lina, Beall-street sewer, Georgetown	2,000 03
r Wave, freight on pipe	150 00
alla Ice Company, ice for Morrison building	13 40
Buckley, work on sea-wall	1,508 00
amara, Pennsylvania avenue, First to Eighth street east	1,200 00
Ezlin, work on Sixteenth-street road	1,701 60
Mills Company, cement for M-street bridge	700 00
Mills Company, cement for sundry purposes	54 75
Mills Company, cement for Seventh-street road	35 00
, work on Mount Pleasant street	207 69
tools and material for water-registrar	291 56
nnolly, B street south, from First to Second street east	754 79
Star, advertising for board	27 50
ans, Seventeenth street west, from New York avenue to T street north	5,000 00
an, Vermont avenue, from L street to Massachusetts avenue	67 62
an, repairing water-services	16 35
Nordflet, horse-cover for superintendent streets	4 50
Nordflet, harness for parking commission	45 00
gitt, lumber for tree-stakes	96 26
gitt, repainting bridge	40 25
arlow, coal for blacksmith Seventh-street road	3 75
leason, setting iron posts, Scott Place	30 00
, wharfage and hauling pipe	18 90
, wharfage and hauling curb	184 80
livery and horse for assistant engineer	31 00
Chronicle, advertising	3 20
gitt, lumber for tree commission	59 89
gitt, lumber for repairing store-house water-registrar	92 36
aphane, reporting argument of Board of Public Works vs. Corporation of egton	275 00
egory, lamps for Washington City	165 54
Granite Company, wharfage on cargo of granite	26 20
Vandenburg, New York avenue, from Ninth to Thirteenth street west	668 47
Kaufman, glass for lamps, Washington City	85 51
Kaufman, glass for lamps, Georgetown	6 68
Kaufman, repairing lamps, Washington City	91 87
Kaufman, repairing lamps, Georgetown	11 12
ker, tools and materials for various purposes, per certificates, 1458, 1459, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469	211 68
ker, tools and hardware, parking commission	235 84
an, whitewashing tree-boxes	8 30
Vandenburg, tile for board	4,670 25
Vandenburg, work P-street bridge	800 00
Jackson, grading Pomeroy street	263 70
rtlett & Co, work on canal bridge	135 00
well, sewer D street south, from New Jersey av. to Second street east	900 00
r M. Cameron, freight on pipe	200 00
Bluestone Company, curbing for board	15,372 10
r Charles Murphy, freight on curb	980 00
y, water-registrar, to pay employes	556 42
Wallace, Trumbull street second district	115 20
T street north, from Eighteenth to Twenty-first street west	800 00
, Nineteenth street, from H to K street west	200 00
r E. Day, freight on curb	608 00
rtlett & Co., Tiber Creek sewer	10,000 00
Meeds, revenue-stamps contract office	51 00
ert, Seventh street west, from Pennsylvania avenue to canal	993 00
ran, depositing earth in canal	22 95
own Courier, advertising	34 50
, preparing plans for small-pox hospital	80 00
ana, Twentieth street west, from E north to Pennsylvania avenue	10,000 00
ana, Nineteenth street west, from E north to Pennsylvania avenue	10,000 00
Vandenburg, Virginia av. from Twenty-fourth to Twenty-sixth st. west	7,000 00
a, sample tree-box	5 00
erty, second section Seventh-street road	800 00
ker, stationery for engineer	188 30
ker, stationery for board	154 80
ker, stationery for auditor's office	14 80

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
May 17	J. C. Parker, stationery for comptroller's office.
17	J. C. Parker, stationery for superintendent streets office.
17	J. C. Parker, stationery for P-street bridge.
18	J. McKinney, superintendent Vermont avenue.
18	B. Hutchins, sewer Eighth street west, from G to L street north.
18	Sunday Herald, advertising.
18	do.
18	Boswell Granite Company, wharfage on curb.
18	S. C. Wroe, special superintendent.
18	White & Brother, manhole-top and trap-covers for Board of Public Works.
18	H. Clark, repairing pumps, Washington City.
18	R. H. Graham, carriage for board.
18	J. Chapman, Fifteenth street, from Pennsylvania avenue to H street north.
18	G. W. Goodall, Twentieth street, between E and F.
18	G. W. Goodall, repair water-pipe, Morrison's building.
18	J. Barry & Co., sewer, Eleventh street, west from T to U north.
18	T. Joyce, Nineteenth street west, between E and H, north.
18	Wilson & Greenwell, well and pump.
18	N. Acker, curb for board.
18	W. N. Tucker, repairing pumps, Washington City.
18	M. Osborn, culvert, 2d section Seventh-street road.
18	W. E. Chandler, legal services, investigation.
18	C. H. Bliss, sweeping Pennsylvania avenue.
18	Wilson & Greenwell, repairing pumps, Washington City.
18	J. Chapman, Seventeenth street, from New York avenue to river.
20	A. P. Fardon, paymaster, laborers' pay.
21	do.
22	do.
22	G. Emery, coping alley.
22	G. Emery, granite coping, Vermont avenue, from K to Fourteenth-street corner.
22	do.
22	S. Lloyd, cleaning and repairing streets, Washington City.
22	G. M. G. Eslin, work, Seventh-street road.
22	L. S. Filbert, New York avenue, from Ninth to Fifteenth streets west.
22	M. G. Emery, stone, Seventh-street road.
22	M. G. Emery, stone, Vermont avenue.
22	T. H. Smith, copying testimony, investigating committee.
22	D. Keppel, Fourth street east, from H to K north.
22	D. A. Connolly, Massachusetts avenue, from First to Second street east.
22	C. C. Nelson, alley in square 274.
22	N. C. Draper & Co., stakes, engineer's office.
22	Hilleary & Beckett, Twentieth street west, from M to P north.
22	M. Murphy, Third street west, from Indiana to New York avenues.
22	Schooner E. Firch, freight on curb.
22	J. O. Evans, Pennsylvania avenue, from Fifteenth to Eighteenth street north.
22	J. O. Evans, Seventeenth street west, from New York avenue to T street north.
22	Schooner J. Carter, freight on curb.
22	D. A. Connolly, sewer, H street north, from Third, west, to North Capitol.
22	D. T. Connolly, H street north, from Third, west, to Boundary.
24	A. P. Fardon, paymaster, laborers' pay.
25	do.
25	Philp & Solomons, stationery, water-registrar.
25	Philp & Solomons, stationery, engineer.
25	Philp & Solomons, stationery, superintendent roads.
25	Philp & Solomons, stationery, parking commission.
25	Philp & Solomons, stationery, superintendent property.
25	Philp & Solomons, stationery, secretary's office.
25	Philp & Solomons, stationery, engineer's office.
25	E. G. Brewer, oats and hay, water-registrar.
25	E. G. Brewer, horse-feed, water-registrar.
25	T. M. Crouch, wharfage on pipe.
25	do.
25	T. M. Crouch, rent lot for storage pipe.
25	T. Jacobs, hauling pipe.
25	T. M. Crouch, wharfage on curb.
25	T. M. Crouch, wharfage on curb and paving-stone.
25	T. M. Crouch, wharfage on curb.
25	do.
25	do.
25	do.
25	Sunday Gazette, advertising.
25	Smith Thompson, preparing bids, Seventh-street road.
25	C. H. Holland, sewer, C street north, from Second, east, to Tiber.
25	W. A. Wilson, work on square 499.
25	W. A. Wilson, alley, square 540.
25	Duren & Terry, rooms, superintendent streets.
25	Hugh Murray, Eighteenth st. west, from Pennsylvania ave. to Massachusetts.
25	Parsons & Co., trees for Board of Public Works.
25	T. Michan, trees for Board of Public Works.
25	W. E. L. Gurley, transit and change for engineer.

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
Leason, G street north, from Twentieth to Twenty-first, west.....	\$914 49
re American, advertising.....	17 60
re, water-pipe for water-registrar.....	5,502 40
foyes, storage and setting up steam-roller.....	170 50
wn, stone, Seventh-street road.....	3,214 08
yards, horse for water-registrar.....	125 00
am, K, north, from Ninth to Sixteenth, west.....	3,000 00
mpson, superintendent Seventeenth street west.....	27 75
cell, nails for repairing bridge.....	15 00
cell, oils, &c., superintendent property.....	9 60
cell, brooms and hoes for cleaning streets.....	255 00
on, superintendent Eleventh street west.....	33 00
ck, sand, M-street bridge.....	66 00
ck, sand, P-street bridge.....	1 50
officers, clerks, &c., secretary and other offices, April, 1872.....	4,188 62
officers, clerks, &c., engineer's office, April, 1872.....	3,137 98
officers, clerks, &c., auditor's office, April, 1872.....	1,116 66
officers, clerks, &c., superintendent property, April, 1872.....	706 99
officers, clerks, &c., superintendent streets, April, 1872.....	583 33
ert, New York avenue, from Ninth to Fifteenth, west.....	597 49
Glenwood, freight on curb.....	6,306 40
Fletcher, I, north, from Twentieth to Twenty-seventh, west.....	438 75
Fletcher, P, north, from bridge to circle.....	3,500 00
Leason, granite curb for board.....	7,500 00
omb & Co., tree-boxes for board.....	700 00
hronicle, advertising for board.....	137 20
hronicle, advertising for water-registrar.....	22 40
ll, North Capitol, from B to C, north.....	3 68
pbell, Massachusetts avenue, from Ninth to Fourteenth, west.....	501 40
whitewashing tree-boxes.....	255 98
Terry, brooms for superintendent streets.....	1,026 20
& Co., Vermont avenue, from K, north, to circle.....	12 50
& Beckett, Seventeenth, west, from L, north, to Massachusetts avenue.....	54 00
ery & Bro., curb for alley-traps.....	5,000 00
Bluestone Company, draft for curbing.....	2,160 00
am, K, north, from Ninth to Sixteenth, west.....	471 01
odall, Pennsylvania avenue, from Seventeenth street to Rock Creek.....	15,372 09
odall, I, north, between New York avenue and Twenty-fifth, west.....	2,000 00
W. E. Sargent, freight on curb.....	1,004 48
hauling granite.....	310 95
ell, brick, H, north, from Thirteenth to Fifteenth, west.....	33 86
ell, brick, New York avenue, from Ninth to Thirteenth, west.....	131 43
ell, brick, I, north, from New York avenue to Thirteenth, west.....	225 00
M. Mankin, freight on curb.....	250 00
curb for board.....	250 00
Salin, West Seventh-street road.....	536 00
ua, Twenty-first street, northwest.....	10,000 00
na, Twenty-second street, northwest.....	3,191 70
Vandenburg, stone, P-street bridge.....	12,500 00
Gleason, Seventh street, from Pennsylvania avenue to B, north.....	10,000 00
Gleason, Ninth street, from Pennsylvania avenue to B, north.....	1,000 00
Gleason, B, north, from Seventh to Ninth, west.....	1,025 00
Gleason, G, north, from Twelfth to Fifteenth, west.....	1,625 00
ng, livery on horse for superintendent streets.....	1,350 00
ng, livery on horse for superintendent property.....	500 00
nell, Massachusetts avenue, from First to Second, east.....	27 00
water-registrar, to pay employees.....	25 00
ll, H, north, from Thirteenth to Fourteenth, west.....	1,500 00
ll, New York avenue, from Ninth to Fifteenth, west.....	5,805 94
ford, Union street, squares 502 and 503.....	86 49
d Granite Company, Sixth, west, from Maine avenue to arsenal.....	825 43
superintendent Massachusetts avenue.....	1,900 00
oe, special superintendent.....	13,864 21
rothers, books and blanks auditor's office.....	99 00
all, inspector prepared wood.....	21 00
ney, freight on instruments for engineer.....	30 50
avers, superintendent D, north.....	147 00
nnville, Third, west, from New York to Indiana avenue.....	4 40
lland, superintending canal filling.....	96 00
ert, New York avenue, from Ninth to Fifteenth, west.....	5,000 00
rtlett & Co., Tiber-Creek sewer.....	54 00
rker, superintendent Maryland avenue.....	12,000 00
& Brother, lumber, Eighth west, near L, north.....	2,000 00
g, drawing plats, engineer's office.....	81 00
een, preparing plans for sewerage.....	18 90
smith, superintendent New York avenue.....	494 45
Maggie and Lucy, freight on curb.....	500 00
llina, superintending Slash-Run sewer.....	81 00
	538 90
	52 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
June 3	Sam. Lloyd, cleaning streets, Washington City
3	C. H. Pettit, special superintendent
3	Carter & Bradley, buckets and candles for water-registrar
3	J. Flynn, superintendent First street west
3	M. Murphy, Maryland avenue, from First to Sixth, east
3	George Neitzey, Twelfth, west, from Pennsylvania avenue to river
3	M. Osborne, Seventh street road, 2d section
3	F. A. Beach, special superintendent
3	J. B. Dyer, superintendent on Pennsylvania avenue
3	J. Cornell, hauling and storage curb
3	J. Cornell, hauling and storage pipe
4	G. H. Whitman, superintendent Tenth street west
4	D. McNamara, Myrtle street, square 675
4	Albert Gleason, curb for board
4	do
4	H. B. Miller, services line-boy
4	William Saffer, services line-boy
4	J. B. Callahan, services line-boy
4	F. Brown, services line-boy
4	M. Schwartz, messenger engineer's office
4	Fletcher & Ryan, East Capitol street, from First to Eleventh, east
4	J. H. Forsyth, clerk to special superintendents
4	J. Brown, special superintendent
4	H. T. Gregory, lamps, Washington City
4	A. P. Pardon, paymaster, laborers' pay
4	S. P. Robertson, special superintendent
4	C. M. Hine, special superintendent
4	H. D. Mankin, line-boy
4	W. F. Wallen, horse-bire, inspector streets
4	C. E. Walker, special superintendent
4	J. M. Bright, superintendent sewer D street
4	M. F. Reese, New York avenue, from Fifth to Seventh, west
4	J. W. Hilleary, G north, from Seventeenth to Eighteenth, west
4	J. W. Hilleary, Eighteenth west, from F to G north
4	J. Smithmyer, special superintendent
4	do
4	W. Bradley & Co., G, north, between Seventeenth and Eighteenth, west, between F and G
4	Wheatly & Brother, lumber, Seventh-street road
4	P. M. Doyle, superintendent Third street west
5	Lockwood Brothers, curb for board
5	H. Brown, superintendent sewer Missouri avenue
5	James Collins, G, north, from Eighteenth to Twenty-first, west
5	C. H. Gregory, special superintendent
5	G. H. Brown, superintendent on Nineteenth street
5	S. Talty, alley on square 375
5	S. Talty, alley on square 215
5	W. Young, whitewashing tree-boxes
5	B. Taylor, whitewashing tree-boxes
5	J. Webster, brick sidewalk 8th district
5	J. Webster, brick sidewalk New York and Virginia avenues
5	J. Chapman, sewer Seventeenth, between M and L streets
5	B. W. Hall, Seventh street road, 2d section
5	T. Joyce, K north, from North Capitol to First street east
5	A. P. Bee, Seventh street road, 1st section
5	W. McGuthrie, chisels and drills, M-street bridge
5	D. Hannan, work on streets
5	Andrew Gleason, Seventh-street road, 1st section
5	G. L. Sheriff, wharfage and hauling stone
5	G. L. Sheriff, hauling pipe
5	G. L. Sheriff, wharfage and hauling curb
5	J. R. Rittenhouse, 6-inch bends
5	Wilson & Greenwell, repairing pumps, Washington City
5	Wilson & Greenwell, new pump
5	do
5	R. G. Campbell, tile for board
5	J. Chapman, sewer, Seventeenth street, from New York avenue to river
5	G. W. Goodall, water-meters, water-registrar
5	G. W. Goodall, hydrants, Washington City
6	G. W. Goodall, new pump, Washington City
6	Schooner A. M. Aldrich, freight on curb
6	J. B. Putnam, superintendent on Second street west
6	Mary Francis, washing towels
6	National Republican, advertising
6	P. Fleming, livery-horse, superintendent streets
6	P. Fleming, livery-horse, superintendent property
6	T. Lewis & Co., Sixteenth-and-a-half street, from Pennsylvania avenue to north
6	R. Cruit, livery-horse, assistant engineer
6	J. E. Thompson, superintendent Seventeenth street west

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
pole & Brother, repair engineer's instruments	\$33 50
Kinney, trees for board	860 50
Urban, trees for board	365 00
Lin Telegraph Company, telegrams	1 45
essional printing, testimony investigating committee	369 44
st Holiday, trees for board	1,351 05
itzey, brick Twelfth, west, from Virginia avenue to Water street	312 00
ynolds, brick Redfern street	151 20
owley & Co., brick Thirteenth, between New York avenue and K street	420 00
ler, repair tools water-registrar	88 15
ise, underpinning three houses	20 00
n & Just, brick, L. S. Filbert, H, north, Thirteenth to Fourteenth, west	435 00
ner A. Man, freight on pipe	312 40
ew Gleason, Ninth, west, from Louisiana avenue to B street	195 00
ew Gleason, B, north, from Seventh to Ninth street west	155 55
ew Gleason, G, north, from Twelfth to Fifteenth street west	947 79
Namara, brick Pennsylvania avenue, from Fourth to Sixth, east	427 50
Burkhart, special superintendent	63 00
Clark, general superintendent	90 00
n Brothers, books and blanks comptroller's office	203 50
n Brothers, printing investigating committee	242 40
mphey, tree-boxes	378 00
Brennan, superintendent alley in squares 562 and 563	32 50
Moffit, superintendent on Sixth street	24 00
ling expenses to Baltimore to purchase trees	3 00
Namara, Pennsylvania avenue, from First to Eighth street east	3,000 00
Bartlett, Tiber-Creek sewer	4,500 00
Stevenson, superintendent on K street north	92 00
Monroe, trees for board	532 50
Neagle, clerk special superintendent	125 00
lly & Co., wharfage and hauling curb	365 40
Cramer, superintendent on Fourth-and-a-half street	81 00
ne, sign on glass for board	4 00
Davis, superintendent on Twelfth street	68 00
W. Vandenburg, receiving and issuing pipe	126 75
ner G. E. Bowman, freight on tile	169 10
W. Vandenburg, sawed Seneca stone P-street bridge	1,838 00
a, superintendent on New York avenue	81 00
Fardon, paymaster, laborers' pay	5,400 00
& Wallace, Trumbull street, second district	150 00
W. Vandenburg, G north, from Thirteenth to Fifteenth street west	5,000 00
Collins, sewer Beall street, Georgetown	1,000 00
'hillips committee investigation	250 00
Shinn, bridge, Montgomery, Green, and Olive streets, Georgetown	3,500 00
e Boswell, sewer south Capitol street to Second east	3,000 00
r & Yarwood, stone M-street bridge	1,100 00
e & Co., tree-boxes	216 00
ountz, repairing pumps, Georgetown	42 20
Fardon, laborers' pay	5,000 00
Dermott, repairs carriage superintendent streets	23 00
mpbell, East Capitol, from First street east to Lincoln square	3,512 63
in Bros, pegs engineer's office	40 00
ks, whitewashing tree-boxes	28 60
Falt, superintendent Tiber Creek sewer	135 00
ac Mills Company, cement, P. Brennan, D, north, from Tenth to Eleventh,	17 50
ac Mills Company, cement culvert Seventh-street road	140 00
ac Mills Company, cement, Linean-hill road	17 50
ac Mills Company, cement, P-street bridge	21 00
ac Mills Company, cement, M-street bridge	887 50
Johnson, lamp-posts, Washington City	838 50
ilbert, New York avenue, from Ninth to Eighteenth street west	20,000 00
ner L. A. Vanbrunt, freight on pipe	437 00
phane, Nineteenth west, from Pennsylvania avenue to K street north	1,820 71
Gleason, superintendent on Twelfth street west	140 00
Fardon paymaster, laborers' pay	6,500 00
W. Vandenburg, Virginia avenue, between Twenty-fourth and Twenty-	12,000 00
h, west	2,000 00
Connolly, Massachusetts avenue, between First and Second street east	3,000 00
ta, Eighth street east, from Maryland avenue, to H street north	3,000 00
Bartlett & Co., Tiber-Creek sewer	5,000 00
& Collins, Seventeenth, Eighteenth, Nineteenth, and Twentieth streets	11,000 00
gham, K north, from Nineteenth to Twenty-second street west	3,000 00
ria & Co., Vermont avenue, from Q to Fourteenth-street circle	5,000 00
Gleason, Sixth street, from Pennsylvania avenue to C street south	4,000 00
ddleton, L, north between Twentieth and Twenty-first streets west	1 00
ington and Georgetown Railroad Company, car tickets	10 00
Magruder, expenses on furniture for board	10 97

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872	
June 17	Postmaster, postage-stamps
12	Bigelow Bluestone Company, draft for curb
12	A. P. Fardon, paymaster, laborers' pay
17	Baltimore and Ohio Railroad Company, freight on curb
17	Baltimore and Ohio Railroad Company, freight on pipe
17	do
17	do
17	Adams Express Company, freight on instruments for engineer
17	Chronicle Publishing Company, advertising
17	T. E. Clark, rent of lot for storing curb tile
17	Abbott Paving Company, Thirteenth, from New York avenue to K, north
17	Abbott Paving Company, G, north, from Thirteenth to Fifteenth, west
17	Abbott Paving Company, I, north, from New York avenue to Thirteenth, west
17	H. Clark, repairing pumps, Washington City
17	J. V. W. Vandenburg, stone for P-street bridge
17	M. Murphy, Sixth street east, from Maryland avenue to H, north
17	J. W. McKnight, furniture for engineer
17	J. W. McKnight, furniture for superintendent property
17	Daniel Welch, special superintendent
17	E. Dubaut, special superintendent
18	Moreland Clay Works, draft for pipe
18	N. Acker, redressing curb on Pennsylvania avenue, between Fourth and Sixteenth street east
18	C. E. Evans, I, north, from Fifteenth to Seventeenth, west
18	C. E. Evans, Seventeenth, west, from I to K, north
18	F. A. Lutz & Co., harness for water-registrar
18	J. O. Evans, Seventeenth, west, from New York avenue to I street
18	J. O. Evans, Pennsylvania avenue, from Fifteenth to Eighteenth street west
18	J. O. Evans, Fifteenth street west, from Pennsylvania to New York avenue
18	J. R. Gullan, superintending Sixteenth street west
18	H. Birch, M, north, from North Carolina avenue to Twenty-sixth street west
18	The Times, advertising
18	C. E. Evans, Nineteenth, west, from E, north, to Pennsylvania avenue
19	C. E. Evans, I, north, from Fifteenth to Seventeenth, west
19	J. L. Smithmyer, special superintendent
20	Lockwood Bros., curbing for board
20	Akron Sewer Pipe Company, pipe for board
20	M. Segmond, superintendent on Pennsylvania avenue
20	M. Murphy, Third, west, from D to C, resetting curb
20	Schooner K. Ranger, freight on curb
21	W. G. Saffel, line-boy
21	Baltimore and Ohio Railroad Company, freight on bridge iron
21	Baltimore and Ohio Railroad Company, freight on pipe
21	G. W. Balloch, level superintendent roads
21	A. P. Fardon, paymaster, laborers' pay
21	M. Osborn, Seventeenth-street road, third section
21	J. L. Buckmaster, freight on pipes
21	R. A. Shinn, brick from West & Bro
21	C. E. Evans, brick from West & Bro
21	S. Lloyd, cleaning and repairing streets
21	J. C. Parker, stationery for engineer
21	J. Reynolds, Franklin square, between New York avenue and Fifth street west
21	George Follansbee, Second, west, from B to H, north
21	A. P. Brown, stone for Piney branch road
21	J. Fisher, Queen's Chapel road
21	H. Gibson, pipes for board
21	do
21	S. Strong, Slash Run sewer
21	N. Acker, curbing and crossing for board
21	N. Acker, work on steam-roller
21	N. Acker, curbing for board
21	N. Acker, circular crossing for board
21	N. Acker, curb and cornering for board
21	N. Acker, curb for board
21	H. Wingate, Eastern market-house
21	J. R. Callahan, line-boy
21	Andrew Gleason, G, north, from Twelfth to Fifteenth, west
21	W. N. Tucker, repairing pumps, Washington City
22	Schooner A. Thomas, freight on pipe
22	W. Germmeler, harness for engineer
22	H. Browning, E street, from Eleventh to Congressional cemetery
22	E. P. Doherty, Seventh-street road, second section
22	DeGinnmoud, repairing pumps, Washington City
22	J. McKenzle, superintendent on Vermont avenue
22	P. Brennan, sewer on D street, from Sixth to Eleventh, west
22	Emmart, Dunbar & Co., E street north
22	Emmart, Dunbar & Co., New York avenue
22	Emmart, Dunbar & Co., Fourteenth street
22	Emmart, Dunbar & Co., Fifteenth street
22	G. Kirby, special superintendent

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.	Amount.
1872.		
June 22	W. H. Jones, repairing pumps, Washington City	\$381 75
22	Potomac Mills Company, cement for M-street bridge	350 00
22	W. L. Hines, superintendent of F street north	40 00
22	A. P. Fardon, paymaster, laborers' pay	6,000 00
22	J. Chapman, sewer on Seventeenth street, from New York avenue to river	800 00
22	Sunday Herald, advertising	48 00
22	Z. M. Fowler, superintendent Eleventh street west	54 00
22	G. Boswell, sewer front squares 790, 819, 843	2,011 25
22	G. Boswell, D street, from Second east to South Capitol street	4,011 55
22	G. Boswell, South Capitol, from canal to D street south	1,725 35
22	Evening Star, advertising	374 63
22	R. Boyd, material for tree commission	118 05
22	R. Boyd, tools, &c., for superintendent of property	267 98
22	P. Crowley, I street, north, from New Hampshire avenue to Thirteenth street	501 40
22	Daniel A. Connolly, Massachusetts avenue, from First to Second street east	3,218 27
22	Georgetown Gas light Company, lamps, &c., for Georgetown	88 59
22	J. Burley, superintendent Thirteenth street west	81 00
22	L. A. Bartlett & Co., Tiber Creek sewer	7,000 00
22	F. C. Crowley, Bladensburg road	4,000 00
22	R. S. Hulse, Pennsylvania avenue circle to Massachusetts avenue circle	500 00
22	Georgetown Courier, advertising	28 00
24	Gibson Bros., books for auditor's office	42 00
24	R. C. Murphy, superintendent on G street north	93 00
24	T. Lucas, K, north, from Ninth to Twelfth, west	540 10
24	D. S. Filbert, Ninth, west, from Pennsylvania avenue to B street north	10,421 00
24	A. P. Fardon, paymaster, laborers' pay	5,000 00
24	P. H. Finley, Eleventh, west, from Pennsylvania avenue to F street north	1,124 48
24	P. H. Finley, Twelfth, west, from Pennsylvania avenue to F street north	1,029 76
24	P. H. Finley, Twelfth, west, from E to F, north	88 80
24	L. Clephane, Twelfth, west, from F to M, north	3,000 00
24	L. Clephane, Green street, Georgetown	2,500 00
24	M. Hayes, line-boy	33 87
24	W. G. Maxwell, stationery for vice-president's office	3 25
24	G. S. Green, plans for sewerage	400 00
24	C. E. Walker, special superintendent	52 00
24	A. Noyes, superintendent on M street	40 00
24	H. I. Gregory, lamps for Washington City	128 16
24	H. I. Gregory, lamps for Georgetown	37 38
24	Z. Brown, line-boy	10 74
24	P. Grantum, work on Hamilton road	300 00
25	T. M. Crouch, wharfage for curb	96 28
25	T. M. Crouch, wharfage for tile	24 60
25	T. M. Crouch, storage of tile	30 00
25	T. M. Crouch, wharfage on stone	20 60
25	W. Schooler, Twenty-first street, from M, north, to Boundary	4,108 48
25	Duron & Terry, brooms for cleaning streets	54 00
25	Schooner S. A. Boier, freight on curb	418 37
25	A. P. Fardon, paymaster, laborers' pay	5,000 00
25	Baltimore and Ohio Railroad Company, freight on pipe	874 00
25	Maryland Freestone Company, coping K street north, square 199	230 00
25	R. Cruik, jr., two horses for engineer	340 00
25	J. M. Young, wagon for engineer	182 50
25	G. E. Baker, repairing roads in county	801 98
25	Andrew Gleason, G street north, from Twelfth to Fifteenth, northwest	624 48
25	W. O. Harry, superintendent New-cut road	39 00
25	M. Shiner, Eleventh street east, from Maryland avenue to K, north	1,771 68
25	T. Kirby, New York avenue, between Seventh and North Capitol	5,009 00
26	National Water Company, water-meters, water-registrar	755 00
26	Baltimore and Ohio Railroad Company, freight on pipe	190 00
26	Baltimore and Ohio Railroad Company, freight on iron	630 85
26	G. C. Drinkard, carriage for Board of Public Works	216 00
26	Postman, postage-stamps	12 00
26	Franklin Telegraph Company, telegram	40
26	Philp & Solomons, stationery for superintendent of roads	5 00
26	Philp & Solomons, stationery for auditor	8 00
26	Philp & Solomons, stationery for water-registrar	12 25
26	Philp & Solomons, stationery for superintendent of sewers	1 00
26	Philp & Solomons, stationery for superintendent of roads	33 20
26	Baltimore and Ohio Railroad, freight on pipe	399 00
26	W. Ferguson, painting lamps	25 00
27	Albert Gleason, Third street, west, from E to F, north	951 23
27	P. McNamara, Pennsylvania avenue, from First to Eighth street east	2,500 00
27	P. Crowley & Co., I street north, from New York avenue to Thirteenth street, west	1,864 45
27	White & Bro., trap-tops for man holes	762 75
27	G. W. Linville, Third street west, from Indiana to New York avenue	10,000 00
27	G. W. Goodall, Fifth street west, between D and E, north	307 94
27	L. G. Filbert, New York avenue, between Ninth and Fifteenth streets west	15,000 00
28	R. A. Shinn, work on Green street, Georgetown	2,960 40
28	R. A. Shinn, work on Olive street, Georgetown	550 00
28	R. A. Shinn, work on Monroe street, Georgetown	450 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
June 28	Andrew Gleason, Maryland avenue, from H, north, to Sixth street east.
28	D. S. Cullinane, brick, Seventh-street road
28	D. S. Cullinane, brick, Lincoln Hill
28	Albert Gleason, re-setting posts Fifteenth street west
28	Albert Gleason, moving house, Virginia avenue
28	Albert Gleason, re-setting posts on Fifteenth and Fifteenth-and-a-half, west, and G, northwest.
28	R. P. Gilbert, stone truck and barrows, P-street bridge
28	L. S. Filbert, brick, New York avenue, between Ninth and Fifteenth west
28	L. S. Filbert, brick, H, north, and New York avenue
28	Albert Gleason, Sixth street west, from Pennsylvania avenue to C, south
28	J. V. W. Vandenberg, tile-pipe for board of public works
July 1	E. P. Doherty, sand for Seventh-street road
1	W. J. Reynolds, work on Redfern street
1	C. Kaufman, repairing lamps in Washington City
1	do
1	C. Kaufman, repairing lamps in Georgetown
1	do
1	T. Lewis & Co., Fourth street, from Indiana to New Jersey avenue
1	Charles Hicks, whitewashing tree-boxes
1	A. P. Fardon, paymaster, laborers' pay
1	W. Holmead, Seventh-street road, third section
1	Schooner Vaasa, freight on pipe
1	D. Hannan, lowering and repairing water-services, per schedule
1	R. Rothwell, East Capitol street, from First to Eleventh, east
1	T. Lubey, water-registrar, to pay of employes
1	Jones & Collins, work on G street north
1	Jones & Collins, work on F street north
1	Jones & Collins, work on Nineteenth street, north
1	Jones & Collins, work on Twentieth street, west
1	Chronicle Publishing Company, advertising for board of public works
1	J. C. Parkhurst, engineer high service reservoir
1	W. S. Calhoun, dressing curb, bridge to Georgetown
1	W. S. Calhoun, dressing curb, Olive street, Georgetown
1	W. S. Calhoun, dressing curb, Montgomery street, Georgetown
1	Robert Campbell, brick, Green street, Georgetown—L. Clephane
1	Windsor & Ford, brick, New York avenue, between Third and Seventh streets west—T. Kirby
1	J. L. Turton, wharfage on gravel for Washington street, Georgetown
1	Schooner M. Mankin, freight on Scotch pipe
1	R. J. Meigs, clerk, transcript of record
2	W. Baumgain, services as superintendent of sewers
2	J. Brown, services office chief engineer
2	H. McGinnis, sewer in T street north, from Fourteenth to New Hampshire avenue
2	Sloop Wave, freight on pipe
2	C. E. Evans, work on Twenty-second street west
2	J. A. Stevenson, superintendent on K street north
2	W. B. Wilson, superintendent, Twelfth st. east west
2	S. Sinclair, New York avenue, from Seventh street to New Jersey avenue
2	H. Bingham, K street north, from Ninth to Twenty-second, west
2	T. L. Sedgwick, special superintendent
2	National Republican, books, &c., secretary's office
2	M. Osborne, Sumner Hill road
2	Schooner Commerce, freight on pipe
2	J. Enthruppe, maps of Washington for engineer
2	H. Nater, superintendent New York avenue
2	J. F. Mollin, superintendent Slash Run sewer
3	J. F. Sullivan, Pennsylvania avenue, between Twenty-first and Twenty-second street west
3	J. F. Sullivan, superintendent G-street wharf
3	R. H. Holland, superintendent canal wharf
3	D. R. Parker, superintendent Maryland-avenue wharf
3	G. W. Brown, superintendent Nineteenth street west
5	Kellogg Bridge Company, M-street bridge
5	W. C. Hazel, livery and hire of horses for board of public works
5	W. B. Hazel, livery and hire of horses for engineer
5	do
5	F. Beaton, superintendent on Seventeenth, west
5	C. H. Emerson, superintendent on D street south
5	G. W. Clark, general superintendent
5	G. S. Martin, superintendent on Eleventh street west
5	do
5	G. H. Whitman, superintendent on Tenth street west
5	J. B. Cramer, superintendent on Four-and-a-half street west
5	E. H. Gregory, superintendent on I street north
5	D. J. Moffat, superintendent on Sixth street west
5	Mary Francis, washing towels
5	W. Buckley, work on seawall
5	J. O. Braanon, superintendent alleys in squares 502 and 503
5	L. G. Close, superintendent on Twelfth street west

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
& Just, brick for New York ave., from Third to Seventh, west, for T. Kirby	\$375 00
& Just, brick for Pennsylvania avenue, Eighteenth to Twenty-first, for	
adnell	600 00
alt, superintendent Tiber Creek sewer	115 00
ompson, superintendent Seventeenth street west	75 00
rie publication office, advertising	48 00
odgekin, superintendent H street north	120 00
Charles, superintendent Tiber Creek sewer	92 00
Dupuy, general superintendent	231 00
echlin, special superintendent	100 00
Connolly, Massachusetts avenue, from First to Second street east	1,929 87
Miller, inspector wood, Bangor, Maine	343 00
imball, inspector wood, Elizabethport, New Jersey	210 00
y & Co., Eleventh street, from F to M street north	2,687 67
Gleason, Pennsylvania ave., from Eighteenth street west to Rock Creek	2,000 00
Boyle, superintendent on Third street west	100 00
avis, superintendent on Twelfth street west	100 00
ameron, superintendent D street north	100 00
n, superintendent First street west	75 00
ant, superintendent Fourteenth street west	100 00
ullem, superintendent Sixteenth street west	100 00
Seale, superintendent H street north	12 00
man, superintendent on reservation Pennsylvania and North Carolina	
ues	75 00
Collins, superintendent on Virginia avenue	90 00
on & Dunn, brick for Montgomery and Green streets, for R. A. Shinn	675 00
ester, brick for Board of Public Works	1,430 90
rell & Co., lumber for Woodley Lane road	24 12
Denham, freight on trees	25 92
atnam, special superintendent	75 00
ichards, brick for board	997 50
es, superintendent on M street north	100 00
ey, superintendent on Pennsylvania avenue	100 00
ey & Bro., lumber for Water street, Georgetown	278 32
ey & Bro., lumber for M street bridge	15 30
ey & Bro., lumber for P street bridge	16 40
ide, superintendent sewer I street north	32 00
uwall, superintendent Tiber Creek sewer	108 00
Wiley & Co., Thirteenth street west, from New York ave. to M st. north	3,488 94
Wiley & Co., Thirteenth street west, from New York ave. to K st. north	1,292 69
ch, east part, square 199	1,131 32
ch, work in Scott square	1,205 37
h, composite pipe for board	5,052 47
h & Beckett, Seventeenth street west, from K street north to Massa-	
etta avenue	1,000 00
hilda, superintendent on F street north	24 00
raham, wagon for engineer	150 00
raham, difference in exchange of carriage, Board of Public Works	100 00
raham, wagon for water registrar	250 00
zey, Louisiana avenue, from Ninth to Tenth street west	15,000 00
or & Ford, brick for board	397 50
Cartlett & Co., Tiber Creek sewer	8,000 00
Linville, Third street west, from Indiana to New York avenue	10,000 00
ollina, Beall-street sewer, Georgetown	1,000 00
ng, Slash Run sewer	5,222 66
ober, Seventeenth street north, from Pennsylvania to New York avenue	56 80
oberty, work on New-cut road	423 88
onan, H street north, from Seventh to Eighth street west	36 40
onan, Four-and-a-half street west, from E to G street north	33 90
al Republican, books and blanks for superintendent of property	147 25
y & Co., Pennsylvania ave., from Twentieth to Twenty-sixth st. west	327 80
lbert, New York avenue, from Ninth to Fifteenth street west	10,000 00
Hinea, superintendent on T street north	100 00
ell, superintendent on Seventeenth street west	120 00
Whalon, general superintendent	35 00
& Yarwood, stone for M street bridge	787 50
oney, work on Lincoln avenue	800 00
nd Clay Works, pipe for board	5,000 00
rn, superintendent on Tenth street west	48 00
arker, stationery for superintendent of property	78 83
arker, stationery for superintendent of sewers	4 75
arker, stationery for superintendent of roads	3 20
arker, stationery for superintendent of streets	25 25
arker, stationery for auditor	16 00
arker, stationery for contract office	37 30
k & Appleman, intersecting sewer B street north, from Seventh to Fifteenth	
st west	4,000 00
Fletcher, East Capitol street, from First to Eleventh street east	1,898 46
ichards, brick for board	2,273 95
cMullen, glazing Morrison building	12 25
il Granite Company, stone for M street bridge	1,380 62

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872. July 8	M. Lynch, Thirteenth street west, from Massachusetts avenue to M street north
8	Mayfield & Hieston, coal high-service reservoir
8	Potomac Mills Company, cement as per schedule
8	T. Chappel, special superintendent
9	Schooner L. Sargent, freight on granite
10	Schooner J. Ferrel, freight on sewer-pipe
10	Baltimore and Ohio Railroad Company, freight on pipe
10	Walsh & Lynch, shoeing horses
10	S. Lloyd, cleaning streets, Washington City
10	J. C. Parker, stationery for board
10	A. P. Fardon, paymaster, laborers' pay
10	P. McNamara, Pennsylvania avenue, from First to Eighth street east
10	New York Lead Company, lead-pipe
10	G. L. Sheriff, wharfage and hauling granite
10	G. L. Sheriff, wharfage and hauling stone and tile
10	C. H. Holden, North Capitol street, from B to C, north
10	C. H. Holden, C street north, from Tiber Creek to Second street east
10	G. F. Hyde, freight on trees
10	G. F. Hyde, freight on pipe
10	M. J. Vance, special superintendent New York avenue
10	H. Brown, special superintendent
10	Gray & King, Fourteenth street west, from N to P street north
10	B. Goodrich, sand for M-street bridge
10	J. Cornell, sewerage and removing curb and tile
11	L. Scott, First street east, from Pennsylvania avenue to D street south
11	L. Scott, C street south, alley square 690 to First street east.
11	L. Scott, alley square 690
11	L. Scott, South Capitol street, from B to D street south
11	L. Scott, alley square 690
11	do
11	G. W. Goodall, hydrants in Washington City
11	Williams & Beckett, Twentieth street west, from R to P, north
11	Williams & Beckett, Seventeenth street west, from K st. to Massachusetts avenue
11	H. Harris, tassel and cord for map for board
11	W. Reynolds, work on Redfern street
11	Baltimore and Ohio Railroad Company, freight on pipe
11	do
11	Newman & Middleton, Tenth street west, from E to G, south
11	A. P. Fardon, laborers' pay
11	Pat Cullinane, Fourth-and-a-half street, from Maine avenue to arsenal
11	Pat Cullinane, sewer from Maine avenue to arsenal
11	D. A. Connolly, I street east, from B to C, south
11	J. T. Acker, Pennsylvania avenue, from Fourth to Sixth street east, reservation
11	do
11	J. C. Hogan, repairing awnings
11	Schooner J. Emerson, freight on pipe
11	R. A. Shinn, Montgomery street, Georgetown
11	R. A. Shinn, Bridge street, Georgetown
11	R. A. Shinn, Dunbarton street, Georgetown
11	S. N. Hilton, special superintendent
11	H. J. McLaughlin, H street north, from Seventh to Thirteenth, west
12	W. Nelson, Scotch tile-pipe
12	T. Gordon, Trumbull street, intersection
12	T. Gordon, alley between Trumbull and Pomeroy street
12	C. H. Bliss, cleaning and repairs streets
12	National Republican, printing for water-registrar
13	C. E. Evans, Fifteenth street west, from Pennsylvania avenue to K street north
13	R. Crut, livery-horse, engineer
13	Wilson & Greenwell, wells and pumps, Washington City
13	Wilson & Greenwell, wells and pumps, Georgetown
13	Wilson & Greenwell, wells and pumps, Washington City
13	Wilson & Greenwell, wells and pumps, Uniontown
13	Wilson & Greenwell, repairs pumps, Washington City
13	T. Lucas, hauling curb
13	T. Lucas & Co., I street north, from Nineteenth to Twentieth, west
13	National Republican, blanks engineer's office
13	Baldwin Bros., stakes for county roads
	William R. Smith, expenses to Philadelphia to purchase trees
	A. P. Fardon, laborers' pay
	N. Acker, curb and cornering for board
	N. Green, repair pumps, Washington City
	N. Green, repair pumps, county
	Great Falls Ice Company, ice for board
	do
	P. Brennan, sewer D street north, Sixth to Eleventh, west
	J. V. W. Vandenburg, Virginia ave. from Twenty-fourth to Twenty-sixth st. west
	H. J. McLaughlin, H street, from Seventh to Thirteenth, west
	A. T. Huhn, New Hampshire avenue, from Massachusetts-avenue circle to Pennsylvania-avenue circle
	H. Barton, superintendent on Thirteenth street west

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
Season, Sixth street west, from Pennsylvania avenue to C street south	\$5,000 00
arker, improved register for board	40 00
her, L, north, from New York avenue to Twenty-seventh, west	1,335 73
odall, D, north, from Tenth to Eleventh, west	130 00
for office clerks, messengers, &c., for May, 1872	12,437 33
illips, general superintendent	100 00
an, sewer Twelfth street, from Massachusetts avenue to M street north	500 00
Eight street east, from H to Maryland avenue	2,500 00
ford, Union street, squares 502 and 503	1,000 00
, superintendent Eleventh street west	75 00
rdon, laborers' pay	3,493 67
abee, sewer Missouri avenue, from Third to Sixth street west	7,296 96
allace, livery of horse	25 00
illiams, superintendent K street north	48 00
Noyes, park posts, chains, &c.	3,104 04
na, Pennsylvania avenue, from Eighteenth to Rock Creek	18,000 00
ital newspaper, advertising for board	91 50
divan, Pennsylvania avenue, from Seventeenth street west, to Rock Creek	229 50
g, plats for streets	258 00
lor, sharpening tools, tree commission	5 00
an, superintendent L street	224 00
acher, foreman first section Seventh-street road	27 00
yth, maps for engineer	240 00
ry, Rock Creek Church road	300 00
son, Sheriff road	300 00
wner, Blair road	329 91
ell, Pennsylvania avenue, from Eighteenth to Nineteenth street west	81 20
ell, Pennsylvania avenue, from Nineteenth to Twentieth street west	163 60
nnolly, Massachusetts avenue, from I, north, to North Capitol street	3,376 20
mond & Co., repair pump, Washington City	579 60
wer, horse-feed, water-registrar	60 53
ker, tools superintendent sewers	60 00
ker, tools as per schedule	75 75
ker, paints superintendent property	4 25
ker, tools tree commission	255 65
ker, nails Seventh-street road	7 95
trees for board	1,742 85
ucker, repair pumps, Washington City	271 10
ucker, repair pumps, Georgetown	136 60
e, repair pumps, Washington City	221 30
, special superintendent	100 00
ng, livery-horse, superintendent streets	27 00
cleaning streets, Washington City	118 00
ell, Second street west, from D street south to Pennsylvania avenue	307 01
ell, Third street, from B to D, south	663 43
ell, sewer Pennsylvania avenue, from First to Seventh, east	2,514 79
rkhart, special superintendent	75 00
iley, repair harness, water-registrar	21 25
ouch, wharfage on curb and stone	94 00
hanson, lamp-posts, Washington and Georgetown	544 00
, special superintendent	75 00
urphy, special superintendent	100 00
Terry, rooms for superintendent streets	72 00
	72 00
	138 60
ley, granite curb for board	1,500 00
r, granite curb for board	591 37
	1,200 85
r, granite curb and corners for board	2,522 60
	1,189 64
	1,735 39
. Libbey, lumber tree commission	362 20
d & Heiston, coal, high-service reservoir	136 50
nzie, superintendent on Ninth street west	100 00
Gleason, Louisiana avenue, between Ninth and Tenth, west	600 00
	3,916 22
hittaker, general superintendent	55 00
l & Holden, Pennsylvania avenue, from First to Third street, southeast	1,855 96
le Publishing Company, blanks for engineer	201 00
an, H street north, between Fifteenth and Sixteenth, west	29 20
an, K street north, between Eleventh and Thirteenth, west	23 05
an, Twelfth street west, between K and L, north	110 82
. Beveridge, water-cooler for board	7 00
rne, work third section Seventh-street road	1,904 75
art, work first section Seventh-street road	2,000 00
um, work Bowen road	348 44
na, rent stable	24 00
ingham, K, north, between Ninth and Twenty-third, west	5,000 00
gton Gas Company, Morrison building	35 00
	31 20

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
July 20	Washington Gas Company, Morrison building.....
20	Washington Gas Company, repairing lamps G street south.....
20	do.....
20	Washington Gas Company, Washington City.....
20	do.....
20	J. Raedy & Co., Twelfth, west, from I to K, north.....
20	J. Raedy & Co., Pennsylvania avenue, between Twentieth and Twenty-fifth, west.....
20	William H. Jones, repairing pumps, Washington City.....
20	J. J. Adams, superintendent K street north.....
20	William H. Jones, Nineteenth, west, from M to O.....
20	Wm. H. West & Bro., brick for board.....
20	Brown & Just, brick per schedule.....
20	National Republican, advertising for water-registrar.....
20	J. Chapman, sewer Twelfth, from Massachusetts avenue to M, north.....
20	W. H. Finley, filling canal.....
20	L. Clephane, Green street, Georgetown.....
20	L. Clephane, D, north, from Sixth to Eleventh, west.....
20	Sunday Herald, advertising for board.....
20	T. Lewis & Co., Fourth, west, from New York to Indiana avenue.....
20	T. Lewis & Co., Fourth, west, water-registrar.....
20	A. P. Fardon, laborers' pay.....
30	L. A. Bartlett & Co., Tiber-Creek sewer.....
20	P. M. Doyle, superintendent on I street, northwest.....
20	A. P. Brown, stone Seventh street road.....
20	National Republican, blanks, auditor's office.....
20	G. B. Smith, brick, Thirteenth, west, G to H—P. Crowley & Co.....
20	J. N. Hilton, special superintendent.....
20	G. W. G. Eslin, work on Sixteenth street road.....
20	Albert Gleason, Pennsylvania avenue, from Fifteenth, west, to Rock Creek.....
20	Washington Gas Company, repairing lamps, G street south.....
20	do.....
20	Washington Gas Company, repairing lamps, Washington City.....
20	do.....
20	D. Hannon, repairing lamps, from Twentieth to Twenty-first, west.....
20	J. F. Collins, Montgomery street, Georgetown.....
20	J. F. Collins, Dunbarton street, Georgetown.....
20	Hamilton & Harris, glazing Morrison building.....
22	H. Bingham, K, north, between Ninth and Twenty-second, west.....
22	A. P. Fardon, paymaster, laborers' pay.....
22	William Fel, repairing curb Sixth street wharf.....
23	F. H. Finley, Eleventh, west, between F and G, north.....
23	Robert Moore & Co., drinking fountain.....
23	J. O. Evans, Pennsylvania avenue, from Eighteenth to Rock Creek.....
23	C. E. Evans, Connecticut avenue, from H to L, north.....
24	Schooner M. W. Pharo, freight on pipe.....
24	H. Gibson, pipe for board.....
24	J. McClellan, account certificate No. 2309 for \$11,129.03.....
24	William Fletcher, alley, square 34.....
24	Baltimore and Ohio Railroad, freight on carriage for board.....
24	Baltimore and Ohio Railroad, freight on pipe.....
24	do.....
25	L. A. Bartlett & Co., Tiber-Creek sewer.....
25	D. Hudnell, Pennsylvania avenue, from Tenth, west, to Rock Creek.....
25	J. O. Evans, Pennsylvania avenue, from Eighteenth, west, to Rock Creek.....
26	A. P. Fardon, paymaster, laborers' pay.....
26	G. W. Linville, Third, west, from Indiana to New York avenue.....
26	E. P. Doherty, Seventh street road, second section.....
26	J. W. McKnight, furniture, engineer's office.....
26	J. W. McKnight, pigeon-holes, comptroller's office.....
26	J. W. McKnight, furniture for board.....
27	A. P. Fardon, paymaster, laborers' pay.....
27	E. Higgins, inspector wood, New York.....
27	P. McNamara, Pennsylvania avenue, First to Eighth, west.....
27	J. DeWitthe, services short-hand writer.....
27	J. Chapman, sewer F, north, from Eleventh to Twelfth, west.....
27	G. W. Goodall, sewer C, north, from Fourth-and-a-half to Canal.....
27	Jones & Collins, F, north, from Twenty-first to Twenty-second, west.....
27	Jones & Collins, Nineteenth, west, from G to H, north.....
27	Jones & Collins, Twentieth, west, from G to H, north.....
27	Jones & Collins, G, north, from Nineteenth to Twenty-sixth, west.....
27	J. Fisher, Bunker Hill road.....
27	C. Robinson, culvert inspector, bridge and Anacostia road.....
31	Schooner Stampede, freight on curb.....
Aug. 3	Schooner E. Clopin, freight on curb.....
3	N. Acker, granite curb for board.....
3	L. Clephane, D, north, from Sixth to Eleventh, west.....
3	L. Clephane, Twelfth, west, from F to M, north.....
3	T. Kirby, New York avenue, from First to Seventh, west.....
3	Gray & King, Fourteenth, west, from M to P, north.....

Expenditures of James A. Magruder, &c.—Continued.

Paid.	Amount.
ry, Maryland avenue, from First to Sixth, east	\$2,000 00
ns, Pennsylvania avenue, from Eighteenth to Rock Creek	25,000 00
an, six-inch iron pipe for water-registrar	11,129 03
ns, Connecticut avenue, from H to L, north	20,000 00
ns, work on Massachusetts avenue	13,800 00
lett & Co., Tiber-Creek sewer	5,138 00
ory, cleaning and repairing streets	45 53
ory, lamps, Washington City	53 40
ory, lamps, Georgetown	197 58
isen, Vermont avenue, from K, north, to Massachusetts avenue	7,665 52
isen, Jackson Place, from Pennsylvania avenue to H, north	5,179 38
Lewis, alley, square 214	1,398 50
Collins, F, north, from Eighteenth to Twenty-second	5,000 00
Collins, G, north, from Eighteenth to Twenty-first	7,000 00
Collins, Nineteenth, north, from G to H	1,000 00
Collins, Twentieth, north, from E to G	2,000 00
Collins, Twenty-first, north, from E to H	2,000 00
ns, sewer Beall street, Georgetown	1,000 00
ns, F, between Twenty-first and Twenty-second, and Twenty-first, be-	
and G	1,556 37
R. Arnold, work on Anacostia road	1,069 46
Thirteenth, west, from K to M, north	169 52
ase, hire of horse and carriage	497 33
ughlin, H, north, from Seventh to Thirteenth, west	3,500 00
wn Courier, advertising for board	60 00
ls, Franklin street, from New York avenue to Fifth, west	936 16
ell, dressing curb	1,170 72
Yarwood, stone M-street bridge	900 00
ay, work on Lincoln avenue	612 83
Appleman, sewer B, north, from Seventh to Fifteenth, west	5,000 00
amara, Pennsylvania avenue, from First to Eighth street east	2,500 00
nolly, Massachusetts avenue, from New York avenue to Stanton Place	5,000 00
l, Tenth street, from F to N street north	1,600 00
uperintendent New York avenue	108 00
Bro., tools and tree-boxes, tree commission	865 75
aving Company, H, north, from Seventh to Tenth street west	10,000 00
aving Company, Thirteenth, west, from G to K street north	10,000 00
s, inspector wood	42 00
Granite Company, curb for board	500 00
ronicle, advertising	82 24
ncia, washing towels	10 62
andenburg, Vermont avenue, from Twenty-fourth to Twenty-sixth	
rest	2,480 00
andenburg, New Hampshire avenue, from G to H, north	2,000 00
water-registrar, to pay employes	8,435 37
Copen, freight on pipe	264 37
Brightly, transit-instrument for engineer	177 60
itizen Company, advertising for board	15 00
r, superintendent of sewer on B street	48 00
nara, Pennsylvania avenue, from First to Eighth street east	1,200 00
A. Bunting, freight on pipe	72 00
in, superintendent on Sixteenth street	108 00
denburg, special superintendent	108 00
air, special superintendent	81 00
ker, special superintendent	81 00
ck, special superintendent	119 00
azette, advertising for board	152 50
& Ryan, alley, square 733	104 84
teacher, East Capitol, from First to Eleventh street east	9,094 33
lliams, special superintendent	108 09
mpson, special superintendent	81 00
puy, special superintendent	162 00
verse, special superintendent	108 00
ns, Pennsylvania avenue, from Eighteenth street to Rock Creek	20,000 00
don, laborers' pay	2,000 00
art, New York avenue, from Ninth to Fifteenth street west	13,000 00
ina, special superintendent	120 00
erson, special superintendent	81 00
lason, Missouri avenue, between Fourth-and-a-half and Sixth street	5,000 00
Jones, brick for board	3,231 33
ollanabee, Second, west, from Pennsylvania avenue to L street north	5,000 00
bb, superintendent K street north	108 00
son, special superintendent	108 00
ville, Third street, from Indiana to New York avenue	20,000 00
vertising	61 75
her, Sixteenth, west, from H, north, to Boundary	10,000 00
Slash-Run sewer	10,000 00
on, hauling iron M-street bridge	241 50
al, special superintendent	81 00
cken, special superintendent	190 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Aug. 8	J. L. Molten, special superintendent
8	J. J. Neagle, clerk to special superintendent
8	J. Brown, special superintendent
8	T. Betts, Ninth street, from Maryland avenue to H, north
8	T. Betts, Tenth street, from Maryland avenue to H, north
8	C. E. Evans, Connecticut avenue, from K street to Massachusetts avenue
8	J. V. W. Vandenburg, Virginia ave., from Seventeenth to Twenty-fourth
8	D. J. Moffatt, special superintendent
8	R. Stone, special superintendent
8	T. Lewis & Co., Ninth, west, from Pennsylvania avenue to Boundary
9	J. L. Worthington, work on Pierce street
9	Rankin & Chubb, work on Morrison building
9	A. P. Fardon, laborers' pay
9	H. Nairn, special superintendent
9	T. Kirby, special superintendent
9	P. E. Donegan, special superintendent
9	T. A. Blacher, special superintendent
9	J. A. Davis, special superintendent
9	J. McKenzie, special superintendent
9	W. R. Dalton, special superintendent
9	W. L. Hines, special superintendent
9	P. B. Dowell, special superintendent
9	E. W. Schooler, special superintendent
9	J. M. Merrill, special superintendent
9	do
9	J. B. Putnam, special superintendent
9	J. Brown, special superintendent
9	J. Flynn, special superintendent
9	E. H. Gregory, special superintendent
9	J. T. Powell, special superintendent
9	T. H. Whitman, special superintendent
9	J. B. Cramer, special superintendent
9	G. L. Mason, special superintendent
9	J. W. Clark, special superintendent
9	Wm. J. Hopkins, special superintendent
9	J. J. Hollister, special superintendent
9	do
9	S. N. Hilton, special superintendent
9	J. B. Stanley, special superintendent
9	R. C. Murphy, special superintendent
9	J. M. Brown, special superintendent
9	P. Sullivan, special superintendent
9	A. Noyes, special superintendent
9	G. B. Brown, special superintendent
9	T. M. Clark, special superintendent
9	L. Carpels, special superintendent
9	M. M. Griffin, special superintendent
9	J. S. Morton, special superintendent
9	R. H. Colton, special superintendent
9	L. Chappel, special superintendent
9	E. Dubaut, special superintendent
9	R. Cruik, livery-horse assistant engineer
9	R. Cruik, livery-horse chief engineer
9	A. P. Brown, expenses to New York and return
9	J. F. Parkhurst, engineer high-service reservoir
9	L. S. Bartlett & Co., Tiber-Creek sewer
9	J. Carter, special superintendent
9	W. G. Vermillion, South Carolina avenue, between Sixth and Seventh, east
9	Gantz & Appleman, sewer B street, from Seventh to Fifteenth, west
9	Bodwell Granite Company, on account curb
9	G. P. Bohrer, special superintendent
9	Morehead Clay Works, draft for pipe
9	W. H. Simpson, special superintendent
10	J. N. Oliver, preparing deed for Board Public Works
10	A. P. Fardon, laborers' pay
10	R. C. Phillips, furniture engineer's office
10	J. J. Stafford, alley, squares 502 and 503
10	W. Buckley, alleys in squares 502 and 503
10	T. S. Sullivan, dressing curb G-street wharf
10	R. A. Shinn, Montgomery street, Georgetown
10	R. A. Shinn, Green street, Georgetown
10	Washington Nelson, work on square 309
10	T. Lucas, Nineteenth street, between Pennsylvania avenue and K, north
10	T. Lucas, I street north, from Eighteenth to Twenty-first, west
10	J. Barry & Co., Eleventh street west, from F to C, north
12	A. P. Fardon, paymaster, laborers' pay
12	H. Bailey, superintendent on Thirteenth street west
12	Wells & Wallace, work on Trumbull street
12	J. C. Winn, superintendent on Eighteenth street west
12	J. W. Phillips, general superintendent

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.	Amount.
1872.		
Aug. 13	A. P. Fardon, paymaster, laborers' pay.....	\$3, 105 27
13	S. Holmes, tables for engineer.....	1 50
13	W. Smith, hauling fountain.....	3 00
13	Miller & Coates, sewer-pipe for board.....	4, 727 43
13	Evans & Linville, B street north, from Sixth to Seventh, west.....	884 45
13	do.....	94 20
13	Evans & Linville, cement and lumber, sewer in B street north.....	1, 111 22
13	J. Sinclair, dressing curb G-street wharf.....	391 97
16	Albert Gleason, B street north, from Sixth to Seventh, west.....	3, 000 00
16	E. W. Whitaker, general superintendent.....	75 00
16	W. Schooler, L street north, near Twenty-first, west.....	15 00
17	National Republican, advertising for board.....	165 94
19	J. S. Worthington, Tilman street, Uniontown.....	400 00
19	J. S. Worthington, Pierce street, Uniontown.....	200 00
19	J. S. Worthington, Jefferson street, Uniontown.....	200 00
19	G. Simms, Rock Creek Church road.....	612 24
19	N. Green, repairing pump, Washington City.....	78 00
19	W. Wheelan, Thirteenth street west, between G and Massachusetts avenue.....	319 50
19	J. Ready & Co., Nineteenth street west, from K, north, to circle.....	431 60
19	W. Foe, redressing curb property yards.....	408 55
19	W. Foe, superintendent Slah-Run sewer.....	48 00
19	Albert Gleason, High street, Georgetown.....	2, 000 00
19	W. H. Fitzhugh, hauling stone for property yards.....	500 00
19	S. Gregg & Co., D street south, from Twelfth to Fourteenth, west.....	600 00
19	J. Barry, account laying water-main.....	500 00
19	F. H. Finley, Eleventh street west, from F to M, north.....	1, 500 00
19	R. Boyd, tools for engineer.....	12 50
19	R. Boyd, tools and material for water-registrar.....	223 11
19	R. Boyd, spikes to repair bridges.....	39 00
19	M. Lynch, Thirteenth street west, from R to M, north.....	142 45
19	G. Follansbee, sewer in First street, from L to M, north.....	1, 500 00
19	P. Grantum, work Bowen road.....	50 00
19	Steepa & Follansbee, Nineteenth st. west, from K, north, to Massachusetts ave.....	1, 500 00
19	Evans Cement Company, Twentieth street west, from F to G, north.....	251 58
19	Evans Cement Company, Twentieth street west, from F to G, north, (east side).....	364 38
19	R. S. Hulse, N street north, from Twenty-first to Twenty-fifth, west.....	500 00
19	R. S. Hulse, N street north, from New Hampshire avenue to Rock Creek.....	1, 000 00
19	G. Neitzer, Tenth street west, from Pennsylvania to Louisiana avenue.....	2, 000 00
19	Andrew Gleason, Maryland avenue, from Sixth, east, to Boundary.....	3, 000 00
19	D. Huddell, Fifteenth street, from Pennsylvania avenue to Rock Creek.....	2, 000 00
19	Gray & King, Fourteenth street, from N, north, to Boundary.....	2, 000 00
19	Abbott Paving Company, H street north, from Seventh to Thirteenth, west.....	5, 000 00
19	H. H. Bingham, K street north, from Ninth to Twenty-second, west.....	20, 000 00
19	H. P. Gilbert, leather, high-service reservoir.....	9 60
19	Schooner L. Crockett, freight on granite.....	113 03
20	Lockwood & Brothers, curbing for board.....	1, 468 32
20	do.....	2, 268 69
20	P. Crowley, Thirteenth street west, from M to O, north.....	1, 022 14
20	Rodwell (Granite Company, granite for board.....	1, 931 18
20	J. V. Collins, sewer, Beall street, Georgetown.....	600 00
20	Windsor & Ford, H street north, from Seventh to Thirteenth, west, (brick for H. J. McLaughlin).....	725 00
20	Windsor & Ford, brick for board.....	2, 760 00
20	do.....	1, 022 14
20	Windsor & Ford, Twelfth street west, from F to H, (brick for L. Clephane).....	725 00
20	J. G. Naylor, repairs Morrison Building.....	1, 046 02
20	G. Neitzer, Tenth street west, from Pennsylvania to Louisiana avenue.....	8, 000 00
20	N. Acker, curbing for board.....	14, 145 49
20	N. Acker, granite curb and crossing for board.....	5, 027 58
20	J. Webster, brick for board.....	1, 370 25
20	R. Campbell, brick for board.....	725 00
20	National Republican, books and blanks for superintendent property.....	168 00
20	National Republican, blanks for contract office.....	226 00
20	S. Lloyd, cleaning, repairing, and sprinkling Pennsylvania avenue.....	120 00
20	S. Lloyd, cleaning streets, Washington City.....	100 00
20	O. O'Hare, I street north, from Fourteenth to Twenty-first street west.....	5, 000 00
20	J. McClellan, special superintendent.....	52 00
20	W. E. Vermillion, South Carolina avenue, from Sixth to Seventh, west.....	1, 000 00
20	T. M. Crouch, wharfage on curb.....	82 40
20	do.....	80 95
20	do.....	24 00
20	T. M. Crouch, rent of lot for storage.....	30 00
21	W. Holmead, Seventh-street road, third section.....	5, 000 00
21	Kling & Long, bridge over Rock Creek at Shoemaker's Mill.....	3, 000 00
21	C. E. Evans, Connecticut avenue, from H to K street north.....	10, 000 00
20	M. Murphy, Maryland avenue, from First to Sixth street east.....	2, 369 00
21	C. E. Evans, I street, from Fifteenth to Seventeenth, west.....	10, 000 00
21	Summerville & Leitch, material for water-registrar.....	2, 956 09
21	A. Woodward, brick for board.....	769 99
21	L. S. Chapman, brick for board.....	600 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Aug. 21	W. F. Wallasa, livery of horse
21	Colored Citizen Company, advertising
21	T. F. Sullivan, Eleventh street west, from N to Q, north
21	J. Richards, brick for board
21	J. G. Stafford, N street south, from Fourth-and-a-half to Sixth, west
21	Andrew Gleason, Maryland avenue, from Sixth west to boundary
21	J. A. London, work on Sherman avenue
21	H. Clark, repairing pumps, Washington City
21	D. Keppel, Tenth street west, from F to M, north
21	R. W. Brown, repairing furniture
21	John Barry, laying water-main for water-registrar
21	R. W. Summers, graveling Rock street, Mount Pleasant
21	P. Fleming, livery of horse, superintendent of streets
21	T. G. Smithson, Fourth-and-a-half street, from Maine avenue to P, south
21	Potomac Mills Company, cement for M-street bridge
21	Potomac Mills Company, cement for Chapel street, county
21	Potomac Mills Company, cement for Sixth street, from Maine avenue to P
21	Potomac Mills Company, cement for sewer, D street, from Ninth to Tenth
21	Potomac Mills Company, cement for superintendent of sewers
21	F. Dorsey, brooms for cleaning streets
21	J. G. Adams, superintendent on K street
21	M. H. Fitzhugh, redressing curb, property yards
21	P. McChesney, Piney-Branch road
21	T. J. Galt, superintendent Tiber-Creek sewer
21	L. Johnson, repairing Swart road
21	Gantz & Appleman, brick for Board of Public Works
21	do.
21	W. H. West & Bro., brick for Board of Public Works
21	J. Carnel, removing and storing curb and pipe
21	R. Campbell, brick for board
21	A. Poindexter, building wall on Seventh-street road
21	T. Sh ner, G, north, from Fourteenth, to Seventh west
21	Newman & Middleton, Tenth, west, from E to G, south
21	Dillard & Moulton, R, north, from Seventeenth to Thirteenth, west
21	W. M. Kimber, inspector of wood at Elizabethport
21	Irish Republican, advertising for board
21	Sunday Chronicle, advertising for board
21	Albert Gleason, Bridge street, Georgetown
21	J. V. W. Vandenburg, Vermont avenue, from Nineteenth to Twenty-sixth
21	J. V. W. Vandenburg, New Hampshire avenue, between F and G, north
21	E. P. Doherty, work on Seventh-street road
21	Walsh & Gleason, East Capitol street, from First to Eleventh, east
22	P. McNamara, Pennsylvania avenue, from First to Eighth street east
22	J. Fisher, Bunker Hill road
22	James River Granite Company, granite curb for Board of Public Works
22	B. J. Everson, special superintendent
22	Wilson & Greenwell, repairing pumps, Washington City
22	DeGrammond & Co., repairing pumps, Washington City
22	W. A. Tucker, repairing pumps, Washington City
22	F. N. Drury, hauling stone to property-yard
22	R. Boyd, amount of bill for composite pipe
22	Steeps & Follansbee, Nineteenth north, from K north to Massachusetts av
22	J. W. Boteler & Bro., matches for Board of Public Works
22	J. W. Boteler & Bro., oil, &c., for superintendent property
22	J. W. Boteler & Bro., matches for gas-lamps, Washington City
22	J. W. Boteler & Bro., matches for gas-lamps, Georgetown
22	Philp & Solomons, stationery for assessor
22	Philp & Solomons, stationery for superintendent of sewers
22	Philp & Solomons, stationery for attorney
22	Philp & Solomons, stationery for engineer's office
22	Philp & Solomons, stationery for secretary's office
22	Philp & Solomons, stationery for contract-office
22	J. O. Evans, Pennsylvania avenue, from Eighteenth street to Rock Creek
22	G. W. Linville, I, west, from Indiana to New York avenue
22	H. Browning, Twelfth, east, from Virginia avenue to E street south
22	H. Browning, E, south, from Eleventh, east, to Congressional Cemetery
22	L. Clephane, D, north, from Sixth to Eleventh, west
22	Childs & Neville, sewer, Eighth east, between I south and Pennsylvania av
22	I. Hill & Co., tree-boxes
22	Gantz & Appleman, sewer B north, from Seventh to Fifteenth, west
22	L. S. Bartlett & Co., Tiber-Creek sewer
22	J. O. Evans, Eighteenth, west, from Pennsylvania avenue to K street north
24	A. P. Fardon, paymaster, laborers' pay
24	do.
24	S. Gregg & Co., D, south, from Twelfth to Fourteenth, west
24	G. W. Goodall, New York avenue, from Ninth to Twelfth street west
24	First National Bank, funds collected for corporation of Washington City f
24	E. Barnes
24	Robert Buchanan, work on Belt's road
24	Jones & Collins, F, north, from Nineteenth to Twenty-second, west
24	Jones & Collins, G, north, from Nineteenth to Twenty-second, west

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.	Amount.
1872		
Aug. 24	Jones & Collins, Nineteenth, west, from E to H, north	\$1,000 00
24	Jones & Collins, Twentieth, west, from E to H, north	1,000 00
24	Jones & Collins, Twenty-first, west, from E to H, north	1,000 00
24	T. Shinder, Linean Hill road	12 00
24	Addison & Garrity, First street, Georgetown	400 00
24	W. H. Jones, repairing pumps, Washington City	269 60
24	J. Riley, work on Columbia road	334 21
24	J. E. Zug, G, north, between Twenty-fourth and Twenty-seventh, west	550 00
24	Schooner A. J. Bentley, freight on pipe	260 00
24	A. P. Fardon, paymaster, laborers' pay	4,163 71
24	do	1,592 75
24	R. Morgan, sewer, Twentieth, west, from L to M, north	1,000 00
24	J. Chapman, K, north, from Ninth to Twelfth, west	600 00
24	George Digan, repairing water-wagon	28 80
24	J. Morton, repairing Blagden-Mill road	150 00
24	R. S. Hulse, N, north, between Twenty-first and Twenty-fifth, west	250 00
24	R. S. Hulse, O, between New Hampshire avenue and Rock Creek	250 00
24	J. C. Brannan, repairing Piney-Branch road	150 00
24	A. P. Fardon, paymaster, laborers' pay	201 96
24	W. Schooler, Twenty-first street west, from M, north, to boundary	500 00
24	J. W. Bright, special superintendent	155 00
24	F. H. Finley, Eleventh, west, from F to N, north	500 00
24	J. Offutt, work on military road	100 00
24	A. P. Fardon, paymaster, laborers' pay	1,222 25
31	do	5,000 00
31	A. T. A. Richards, brick for Board of Public Works	3,323 50
31	do	1,601 00
31	A. P. Fardon, paymaster, laborers' pay	6,188 88
31	W. Sheriff, wharfage and hauling curb	1,132 63
31	do	152 25
31	Akron Sewer Pipe Company, sewer pipe for Board of Public Works	3,000 00
31	Gray & King, sewer on Fourteenth, west, from N north, to boundary	1,000 00
31	A. P. Brown, D, north, from Ninth to Eleventh, stone for P. Brannan	50 00
31	A. P. Brown, D, north, from Sixth to Eleventh, cement for P. Brannan	148 00
31	A. P. Brown, E, north, from Ninth to Eleventh, cement for P. Brannan	27 75
31	J. G. H. Hall, work on Seventh-street road	1,000 00
31	L. G. Chapman, brick for board	657 83
31	J. S. Worthington, work on streets in Uniontown	500 00
31	P. Brennan, D, north, from Seventh to Tenth, west	1,000 00
31	L. S. Bartlett & Co., Tiber-creek sewer	15,000 00
31	J. Barry & Co., Eleventh, west, from F to O, north	500 00
31	W. Schooler, Twenty-first, west, from M, north, to boundary	2,000 00
31	R. A. Shinn, Green street, Georgetown	250 00
31	R. A. Shinn, Olive street, Georgetown	500 00
31	R. A. Shinn, Montgomery street, Georgetown	1,000 00
31	R. A. Shinn, Dunbarton, Green, and Monroe streets, Georgetown	250 00
31	T. Kirby, New York avenue, from Seventh, west, to North Capitol street	2,500 00
31	Childs & Neville, sewer on Eighth, west, from D to I, north	1,000 00
31	S. C. Wroe, Seventeenth, west, from Pennsylvania avenue to H street north	500 00
31	W. Nelson, alley squares 309 and 310	133 90
31	O. O'Hare & Co., sewer on L, north, from Fourteenth to Twenty-first, west	2,500 00
Sept. 2	P. McNamara, Pennsylvania avenue, from First to Eighth street east	4,000 00
2	S. Talty, Eleventh west, from Pennsylvania avenue to B street north	500 00
2	W. H. Calhoun, Dunbarton street, Georgetown	107 61
2	T. M. Hilleary, G, north, from Nineteenth to Twenty-second, west	500 00
2	W. G. Parkinson, New York avenue, from Third to Seventh street west	1,000 00
2	D. Ashton, repairing pumps, Washington City	46 00
2	Evans Concrete Company, T, north, from Fifteenth to Sixteenth, west	217 72
2	T. E. Smithson, Fourth-and-a-half street, from Missouri avenue to arsenal	1,156 95
2	W. Fletcher, Sixteenth, west, from H street north, to Boundary	2,500 00
2	R. Rothwell, dressing curb Third-street wharf	700 00
2	J. McClellan, water-pipe for water-registrar	3,000 00
2	R. Campbell, Fourth, east, from Pennsylvania avenue to East Capitol street	1,000 00
2	J. Fisher, work on Bunker-Hill road	85 90
2	H. McGinnis, Rhode Island avenue, from Seventh to Boundary	500 00
2	H. Murray, Eighteenth street west, from Pennsylvania to Massachusetts avenue	1,000 00
2	B. Goodrich, stone M-street bridge	50 00
3	Schooner A. C. Leveret, freight on pipe	335 90
5	Schooner M. E. Tabor, freight on pipe	363 00
5	Goliard & McClellan, Pennsylvania avenue, from First to Eighth street east	10,000 00
5	J. V. W. Vandenberg, Twenty-fifth, west, from Pennsylvania avenue to M, north	1,440 00
7	G. W. Goodall, sewer D street south, Fourth-and-a-half to canal	750 00
7	M. Frances, washing towels	10 85
7	G. Neitzey & Co., Water street, Seventh to Twelfth	12,000 00
7	Jones & Collins, alley in square 142	1,500 00
7	Jones & Collins, alley in square 121	1,500 00
7	Jones & Collins, G street north, from Twentieth to Twenty-first, west	500 00
7	N. Acker, on account curbing for board	10,000 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872	
Sept. 7	T. Lucas & Co., Ninth street north, from Pennsylvania avenue to Boundary
7	H. Humber, Eighteenth street west, from Pennsylvania avenue to F north
7	H. Humber, G street north, from Seventeenth to Eighteenth, west
7	H. Humber, Eighteenth street west, from Pennsylvania avenue to G, north
7	H. Humber, alley in square 168
7	T. M. Plummer, Northern Liberty market
7	M. Schooler, Twenty-first street west, from M, north, to Boundary
7	C. E. Evans, Connecticut avenue, from K street north to Massachusetts avenue
7	J. E. Evans, Massachusetts av., from Connecticut avenue to Fourteenth st. w
7	P. Grantum, work on Stanton avenue
7	R. Morgan, sewer Twenty-eighth, west, from L to M, north
7	S. Strong, material furnished B street
7	Kellogg Bridge Company, lumber M-street bridge
7	J. O. Evans, Pennsylvania avenue, from Eighteenth street to Rock creek
7	R. A. Shinn, Dunbarton street, Georgetown
7	R. A. Shinn, Montgomery street, Georgetown
7	J. Webster, brick for board
7	J. C. Collins, sewer Beall street, Georgetown
7	W. E. Vermillion, South Carolina avenue, between Sixth and Seventh streets
7	L. H. Finley, Eleventh street west, from F to M, north
7	Addison & Garrity, First street, Georgetown
7	T. Lee, cleaning and repair of Rock-Creek road
7	W. Rothwell, East Capitol street, First to Fourth, east
7	W. Rothwell, erecting hydrants, Washington City
7	J. E. McChesney, Piney-Brauch road gravel
7	J. Ready, G street north, from Ninth to Eleventh west
7	J. Ready, E, north, Ninth to Tenth, west
7	D. Hudnell, Pennsylvania avenue, from Twenty-first to Twenty-second st. w
7	W. Fletcher, P street north, from circle to Rock creek
7	J. Hudson, glazing Morrison building
7	M. H. Hunter, repairs culvert, Sumner avenue
7	T. S. Sedgwick, special superintendent
7	H. McGinniss, Rhode Island avenue, from Seventh to Boundary
7	C. Johnson, Rock-Creek Church road
7	W. Whalen, Thirteenth street west, from G to I, north
7	W. Whalen, G street, between Eleventh and Fourteenth, west
7	T. A. Brown, Fourteenth street west, between B and C, south
7	R. Holmes, work on Darnes road, second district
7	J. A. Nelson, Eleventh street west, from N, north, to Boundary
7	L. T. Sullivan, Sixth, west, from Water to M, south
7	J. Thomas, cleaning and repairing Chappel road
7	E. Higgins, inspector wood, Brooklyn, New York
7	D. Hannan, I street north, between Twenty-first and Twenty-second, west
9	Daily Washington Anzeiger, advertising for board
9	G. Simms, Rock-Creek Church road
9	J. W. Bright, special superintendent
9	J. W. Harry, Woodley-lane road
9	T. Wrightmiller, repair pumps in Washington City
9	R. H. Holland, superintendent filling canal
9	T. Hume, matches for superintendent gas and lamps
9	Schooner Fee, Hammond master, freight on curb
9	D. Johnson, stamps, &c.
9	Talmadge Sewer-pipe Company, sewer-pipe for board
9	Bigelow Blue Stone Company, blue-stone curb for board
9	Postmaster, postage-stamps
9	Baltimore & Ohio Railroad Company, car tickets
9	Franklin Telegraph Company, telegrams
9	Commissioner of Patents, abstract of patent
9	R. J. Meigs, clerk, fee in case of the Board vs. Railroad Co
9	A. Sharp, marshal, serving writ
9	C. E. Washburn, freight on packages from New York
9	Baltimore & Ohio Railroad Co., freight on pipe
9	do
9	do
9	do
9	do
9	J. L. Parkhurst, engineer high-service reservoir
9	E. Woodsou, superintendent roads, &c
9	Gant & Co., N, north, from Seventeenth street to Connecticut avenue
9	Colored Citizen Company, advertising for board
9	G. Follansbee, Second street west, between B and G, north
19	G. Simms, Seventh-street road, second section
19	A. Noonan, I, north, Sixteenth to Seventeenth, west, brick, C. E. Evans
19	Hurlburt & Woodward, brick, Good-Hope road
20	L. S. Filbert, Massachusetts avenue, from Fourteenth street west to New Jer
20	avenue
20	H. Wingate, eastern market-house
20	do

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.	Amount.
1872		
Sept. 20	Schooner H. Whiting, freight on curb.....	\$90 00
21	W. H. Fitzhugh, hauling old material, superintendent property.....	30 00
21	J. K. Morgan, Rock Creek ford road.....	100 00
21	do.....	75 00
21	J. W. Harry, Woody Lane road.....	450 00
21	A. P. Fardon, laborers' pay.....	2,500 00
21	Gant & Co., N street north, from Seventeenth street to Connecticut avenue.....	1,000 00
21	T. Watkins, work on Loughborough road.....	100 00
24	S. F. Sullivan, Massachusetts avenue, from Ninth to Tenth street west.....	40 00
24	J. E. Imboden, granite-curb for board.....	470 00
24	D. Hudnell, Pennsylvania avenue, from Fifteenth street to Rock Creek.....	500 00
24	Steep & Follansbee, M street north, from Seventeenth to Eighteenth, west.....	500 00
24	A. Campbell, Fourth street east, from Pennsylvania avenue to East Capitol st.....	500 00
24	J. A. Nelson, Eleventh street west, from N, north, to the Boundary.....	200 00
24	J. Chapman, sewer K street north, from Ninth to Twelfth, west.....	400 00
24	R. S. Hulse, O street north, from New Hampshire avenue to Rock Creek.....	300 00
24	Windsor & Ford, brick for board.....	2,049 41
24	G. W. Goodall, sewer, Maryland avenue, from Four-and-a-half street to canal.....	600 00
24	G. W. Goodall, sewer, D street south, from Third to Four-and-a-half street.....	400 00
24	R. Morgan, sewer Twentieth street west, from D to M, north.....	1,000 00
24	National Republican, advertising for board.....	142 50
24	J. T. Offutt, work on old Tenallytown road.....	50 00
26	J. Hudson, painting railings Thirteenth and L streets north.....	44 20
26	Colored Citizen, advertising.....	18 75
27	F. H. Finley, Eleventh street west, from F, north, to New York avenue.....	1,500 00
27	J. Parson, Bridge and Potomac streets, Georgetown, water-registrar.....	75 00
27	A. P. Fardon, paymaster, laborers' pay.....	400 00
27	Wm. Adams, sewer, Third street west, P to Q, north.....	5,500 00
28	C. E. Evans, Massachusetts avenue, from Fourteenth, west, to P street circle.....	10,000 00
28	DeGolyer & McClellan, Pennsylvania avenue, from First to Eighth street east.....	5,000 00
28	T. F. Sullivan, E street north, from Twentieth to Twenty-first street west.....	128 55
28	T. F. Sullivan, E street north, from Seventh to Ninth, west.....	100 00
28	T. F. Sullivan, E street north, from Twenty-first to Twenty-second, west.....	38 60
28	T. F. Sullivan, Eighth street west, from D to E street north.....	121 00
28	Albert Gleason, curbing for board.....	800 00
28	Gantz & Appleman, sewer, B street north, from Seventh to Fifteenth, west.....	6,000 00
28	Addison & Garrity, First street, Georgetown.....	1,000 00
28	H. Murray, Eleventh street west, from Pennsylvania ave. to Massachusetts ave.....	3,000 00
28	William Fletcher, Sixteenth street west, from H, north, to Boundary.....	7,500 00
28	Andrew Gleason, Maryland avenue, from Sixth street west to Boundary.....	1,000 00
28	L. Clephane, Green street, Georgetown.....	2,500 00
28	G. W. Goodall, sewer, K and L streets south, Third to Fourth-and-a-half west.....	1,500 00
28	J. W. Hall, Seventh-street road, second section.....	2,500 00
28	D. Koppel, Tenth street west, from F to M, north.....	3,000 00
28	D. S. Bartlett & Co., Tiber Creek sewer.....	6,000 00
28	J. V. Collins, sewer, Beall street, Georgetown.....	1,000 00
28	P. Cullinane, Fourth-and-a-half street west, from Maine avenue to arsenal.....	5,000 00
28	R. A. Shinn, Green street, Georgetown.....	1,000 00
28	A. Campbell, sewer, East Capitol street, from First to Eleventh, east.....	5,000 00
28	A. P. Fardon, paymaster, laborers' pay.....	553 72
Oct 1	Sloop Wave, freight on sewer-pipe.....	150 00
2	J. C. Evans, East Capitol street, from First, east, to Lincoln square.....	35,000 00
2	T. K. Lindsey, dressing curb, superintendent property.....	214 65
2	D. R. Smith, B street north, from First to Third, east.....	1,000 00
2	Wm. R. Arnold, work on Harrison avenue.....	300 00
2	Evans Concrete Company, Seventeenth street west, from Connecticut avenue to K street north.....	100 00
2	Dillard & Moulton, R street north, from Seventh to Thirteenth, west.....	300 00
2	Gray & King, Fourteenth street west, from N, north, to Boundary.....	1,000 00
2	Georgetown Courier, advertising for board.....	48 50
2	Steep & Follansbee, Nineteenth street west, from K, north, to Massachusetts ave.....	500 00
2	G. B. Dyer, superintendent on Pennsylvania avenue.....	108 00
2	J. Coleman, N street north, from New York to New Jersey avenue.....	200 00
2	T. Joyce, alley square 221.....	500 00
2	J. W. Harry, Woodley Lane road.....	50 00
2	J. S. Worthington, Fillmore street, Uniontown.....	500 00
2	William H. Adams, sewer Third street west, from P to Q, north.....	2,500 00
2	William Wheelan, G street north, from Eleventh to Fourteenth, west.....	277 32
2	do.....	307 06
2	Critic newspaper, advertising for board.....	158 35
2	A. P. Fardon, laborers' pay.....	12,399 10
2	D. T. Connolly, Third street east, from Maryland avenue to F street north.....	470 00
2	A. P. Fardon, laborers' pay.....	14,658 52
2	T. Lubev, water-registrar, to pay employées.....	7,523 50
3	Sunday Herald, advertising for board.....	61 75
3	William Nelson, alleys 309 and 300.....	19 50
3	William Nelson, alley square 300.....	107 91
3	William Nelson, alley square 310.....	156 50
3	W. E. Vermillion, South Carolina avenue, from Sixth to Seventh street east.....	500 00
3	J. Taylor, Sixteenth street west, from H, north, to Boundary.....	15,000 00

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Oct. 3	Irish Republican, advertising for board
4	do
15	Colored Citizen Company, advertising for board
15	J. W. McKnight, furnishing engineer's office
15	J. W. McKnight, furnishing inspector of bridges
15	J. W. McKnight, furnishing assessor's office
15	J. Connell, hauling tile and curb
15	William H. Jones, repairing and erecting pumps, Washington City
15	J. Coleman, N street north, from New Jersey to New York avenue
15	J. Mahoney, work on Lincoln avenue
15	M. J. Laughlin, E street north, from Virginia avenue to Seventeenth street west
15	R. Cruik, jr., livery, &c., for engineer
15	do
15	do
15	G. Morton, Pierce's-mill road
15	Steeps & Follansbee, M street north, Seventeenth to Eighteenth, west
15	B. W. Summy, Center street road, from Harrison avenue to Fourteenth st. road
15	Hewitt & Lewis, Fourteenth street west, from H to N, north
15	C. G. Whiting, work on Ridge road
15	G. M. Duvall, work on Wheeler road
15	N. Greer, repairing pumps, Georgetown
15	N. Greer, repairing pumps, Washington City
15	James River Granite Company, curb for board
15	R. M. Johnson, trap-covers
15	White & Brother, castings
15	William Schooler, Twenty-first street, from M, north, to Boundary
15	R. Campbell, Fourth street east, from East Capitol to Pennsylvania avenue
15	D. Roach, First street east, from I to O, north
15	G. Boswell, sewer Twelfth street east, from Pennsylvania avenue to I st. south
15	William Holmead, Seventh street road, third section
15	J. McClellan, material for water-registrar
15	T. A. Richards, Third street west, from M to E, south, brick
15	T. A. Richards, Eighth street east, brick
15	T. A. Richards, Fourteenth street west, from H, north, to Boundary, brick
15	T. A. Richards, N street south, from Sixth, west, to New Jersey avenue, brick
15	T. A. Richards, Seventh street west, Pennsylvania avenue to D st. north, brick
15	T. A. Richards, M street south, from James Creek to Third, west, brick
15	T. A. Richards, Eleventh street west, from I, north, to New York avenue, brick
15	T. A. Richards, Third street west, from M to E, south, brick
15	J. Mahoney, Robison Hill, Harmony road
15	J. Mahoney, Lincoln avenue
15	J. Mahoney, Nineteenth street road
15	N. Acker, curbing for board
15	S. Stroug, sewer B street, from Fifteenth to Seventeenth, west
15	T. Betts, Eighth street east, from Maryland avenue to H, north
15	T. Betts, Ninth street east, from Maryland avenue to H, north
15	T. Betts, Tenth street east, from Maryland avenue to H, north
15	T. Betts, G street north, from Maryland avenue to Sixth, east
15	T. Betts, Ninth street east, from Maryland avenue to H, north
15	T. Lucas, K street north, from Ninth, west, to circle
15	C. E. Evans, F street north, from Twentieth to Twenty-second west
15	C. E. Evans, G street north, from Seventeenth to Twenty-second west
15	W. C. Hazel, livery horse for engineer
15	W. C. Hazel, livery horse for Board of Public Works
15	J. V. W. Vandenburg, H street north, from Eighteenth to Twenty-second, west
15	L. S. Filbert, Massachusetts avenue, from Ninth to Fourteenth, west
15	J. H. Parkhurst, engineer high-service reservoir
15	J. H. Ridgeway, R street north, from Seventh to Fourteenth, west, brick
15	W. J. Lee, repairing chairs
15	Mary Frances, washing towels
15	R. Morgan, Twentieth street west, from L to M street north
15	M. Schiner, Bladensburg road
15	Wilson & Greenwell, repairing and erecting pumps, Washington City
15	Smithson & Dunn, Olive street, Georgetown, brick
15	Smithson & Dunn, brick for board
15	Gray & Noyes, iron railing, Franklin Square
15	DeGrunmond & Co., repairing pumps, Washington City
15	S. Lloyd, watering Pennsylvania avenue
15	W. A. Tucker, repairing pumps, Washington City
15	H. I. Gregory, lamps for Washington City
15	do
15	H. Birch, M street north, from New Hampshire avenue to Twenty-sixth, west
15	G. B. Smith & Co., C, north, from Ninth to Fourteenth, west, brick
15	G. B. Smith & Co., Maryland avenue, from Third to Fourth-and-a-half street, brick
15	G. B. Smith & Co., R street north, from Fifth to Eighth street west, brick
15	G. B. Smith & Co., M street south, from Third to Fourth-and-a-half, west, brick
15	G. B. Smith & Co., S street south, from Third to Fourth-and-a-half, west, brick
15	G. B. Smith & Co., K street south, from Third to Fourth-and-a-half, west, brick
15	G. B. Smith & Co., C street south, from Third to Fourth-and-a-half, west, brick
15	G. B. Smith & Co., Maryland avenue, from Third to Fourth-and-a-half, west, brick

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.	Amount.
1872.		
Oct. 15	W. O. Harry, Murdoch Mill road	\$369 37
15	William Buckley, S street south, from First to Seventh street west	1,300 00
15	R. A. Shinn, Aqueduct street, Georgetown	1,500 00
15	A. Bramer, hauling lumber to M-street bridge	111 50
15	D. Keppell, Tenth, west, from F to N street north	1,000 00
15	S. C. Wroe, Seventeenth, east, from Pennsylvania avenue to H street north	620 25
15	J. G. Stafford, N street north, from First, east, to Sixth, west	1,000 00
15	E. E. Barnes, North Carolina avenue, from First to Third street east	3,000 00
15	W. Fletcher, Sixteenth, west, from H, north, to Boundary	2,500 00
15	W. H. West & Brother, I street north, from Fifteenth to Sixteenth, west, brick	1,132 50
15	W. H. West & Brother, G, north, from Eighteenth to Twenty-second, west, brick	156 00
15	W. H. West & Brother, Montgomery street, Georgetown	76 43
15	S. Talty, Eleventh, west, from Pennsylvania avenue to canal	1,000 00
15	L. S. Chapman, Gay street, Georgetown, brick	591 41
15	Albert Gleason, Bridge street, Georgetown	4,000 00
15	Albert Gleason, High street, Georgetown	3,500 00
15	Andrew Gleason, G street north, from Ninth to Fifteenth, west	1,000 00
15	Gantz & Appleman, sewer, B street, from Seventh to Fifteenth, west	4,000 00
15	Gantz & Appleman, Thirteenth, west, from Pennsylvania avenue to canal	1,065 75
15	Brown & Just, Eighth street west, from R, north, to Boundary, brick	1,300 00
15	J. Ready & Co., Pennsylvania avenue, from Twenty-second to Twenty-sixth street	396 40
15	J. Ready & Co., Gay street, Georgetown	197 80
15	J. Ready & Co., Bridge street, Georgetown	240 40
15	D. A. Connolly, Third, west, from Maryland avenue to F, north	1,000 00
15	D. A. Connolly, E, north, from Second to Fifth, east	1,000 00
15	W. H. Fitzhugh, hauling material to property yard	500 00
15	Steep & Follansbee, M, north, from Seventeenth to Eighteenth, west	1,000 00
15	D. Hudnell, Pennsylvania avenue, from Fifteenth to Rock Creek	1,000 00
15	G. L. Sheriff, hauling tile and curb	1,436 06
15	P. Brennan, sewer, I, north, from Fourth to Fifth, west	800 00
15	P. Brennan, sewer, H, north, from Fourteenth to Fifteenth, west	400 00
15	P. Brennan, sewer, D, north, from Seventh to Eleventh, west	800 00
15	G. Follansbee, Eighteenth street, from M, north, to Boundary	1,500 00
15	G. Follansbee, E, north, from Second to Fourth street, west	3,500 00
15	J. Holmes, work on Dorsey road	250 00
15	R. S. Hulse, O, north, from New Hampshire avenue to Rock Creek	500 00
15	Windor & Ford, Ninth street, east, from Maryland avenue to K, north, brick	1,843 18
15	Windor & Ford, Pennsylvania avenue, from Twenty-third street to Rock Creek, brick	1,500 00
15	Windor & Ford, brick, Third street, from E to M, south	1,299 99
15	J. York, Howard avenue, Mount Pleasant	250 00
15	J. S. Worthington, Tilman street, Unionstown	500 00
15	H. Oliver, repairs, Bates's road	283 52
15	H. Clark, repairs, pumps, Washington City	287 00
15	J. R. Morgan, Rock Creek ford road	150 00
15	J. Collins, raising houses on I street, north	3,000 00
15	W. Rothwell, East Capitol street, from First to Tenth, east	628 78
15	H. T. Hurley, repairs, pumps, Washington City	544 70
15	M. Hill, K street, from Twelfth to Thirteenth, west, water-pipe	19 50
15	J. Simms, Seventh-street road, second section	1,340 00
15	T. Joyce, alley, square 221	5 00
15	Schooner Wave, freight on brick	107 25
15	Evans & Shea, Rhode Island avenue, from Connecticut avenue to Sixteenth street, west	400 00
15	J. S. Chapman, Thirteenth, west, from N to O street, west	600 00
15	Thompson & Burns, redressing curb for superintendent of property	276 00
15	Thompson & Burns, redressing curb for Westcott & Co	371 03
15	J. Burns, redressing curb for superintendent of property	149 90
15	O. O'Hare & Co., sewer, L, from Nineteenth to Twenty-first street, west	586 50
15	O. O'Hare & Co., sewer, Eighteenth, west, from I to L, north	2,158 40
15	O. O'Hare & Co., sewer, L, from Twentieth to Twenty-first street, west	100 25
15	O. O'Hare & Co., sewer, alley, square 73	1,184 28
15	Albert Gleason, curbing for board	1,150 00
15	Addison & Garrity, First street, Georgetown	500 00
15	D. Hannon, Seventeenth, west, from I to K, north	500 00
15	D. Hannon, I, north, from Sixteenth to Seventeenth	500 00
15	W. E. Vermillion, South Carolina avenue, from Sixth to Seventh street east	500 00
15	J. Fitzpatrick, Eighth, east, from Pennsylvania avenue to Navy-Yard	2,500 00
15	P. V. McCheaney, Piney Branch road	500 00
15	M. Lynch, Thirteenth, west, from M to N street north	116 00
15	P. Grantum, School-house road	190 00
15	M. Lynch, Thirteenth, west, from Pennsylvania avenue to C street north	218 00
15	J. T. Acker, North Carolina avenue, from Fourth to Sixth street southeast	425 55
15	M. Lynch, Thirteenth street, from M to N, north	100 00
15	Martin & Brother, brick, N, south, Four-and-a-half to Sixth street west	540 00
15	J. A. Nelson, Eleventh, west, from N street, north, to boundary	500 00
15	J. V. W. Vandenberg, New-ont road	662 13
15	J. V. W. Vandenberg, Virginia avenue, from Nineteenth to Twenty-second, west	1,091 01
15	A. Rowe, freight on pipes	900 95
17	Sunday Morning Chronicle, advertising for board	50 24

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.
1872.	
Oct. 17	G. Courtney, Missouri avenue, from D to F street north
17	Sunday Gazette, advertising for board
17	W. S. Johnson, Bladensburgh road
17	W. Hicks, whitewashing tree-boxes
17	W. H. Kimbal, inspector of wood, Elizabethport, New Jersey
17	George Follansbee, Second, west, from D to F street north
17	George Follansbee, E, north, from Second to Fourth street west
17	W. Blackhagen, harness, &c., for engineer
17	W. Blackhagen, nets, &c., for board
17	M. Shiner, Eleventh, east, from East Capitol to K street north
18	J. Taylor, Sixteenth, west from H street, north to Boundary
18	Schooner L. Sargent, freight on curb
18	W. H. Mills, inspector of wood, Bangor, Maine
18	J. Fisher, repairing Queen's-chapel road
18	Schooner G. C. Bowen, freight on brick
18	W. Fee, redressing curb, New York avenue to Second street east
18	A. P. Fardon, paymaster, laborers' pay
18	E. Woodard, inspector of wood, Brooklyn, N. Y.
18	DeGolyer & McClellan, Pennsylvania avenue to Eighth street east
18	Abbott Paving Company, H street north, from Eighteenth to Twenty-second
19	O. O'Hare, L street north, from Fourteenth to Twenty-first, west, sewer
19	T. Lewis & Co., Fourth street west, from Indiana to New York avenue
19	G. Follansbee, Second street west, from Pennsylvania avenue to H street north
19	Hewitt & Lewis, Fourteenth street west, from H to N, north
19	Albert Gleason, B street north, from Sixth to Seventh, west
19	Walsh & Lynch, shoeing horses for board
19	Walsh & Lynch, shoeing horses for engineer
19	R. A. Shinn, K street north, from circle to Rock Creek
19	L. A. Bartlett & Co., Tiber-Creek sewer
19	E. Higgins, inspector of wood, Brooklyn, N. Y.
19	Gray & Noyes, Fourteenth street west, from N to Boundary
19	L. A. Bartlett & Co., Tiber-Creek sewer
19	J. Collins, raising houses in Eighteenth street west
19	J. E. Zug, G street north, from Twenty-third to Twenty-seventh, west
19	Gant & Co., N street north, from Seventeenth to Connecticut avenue
19	William Hussey, Third street west, from Indiana to Missouri avenue
19	T. P. Morgan, reservation between Seventh and Ninth streets and New Jersey and Massachusetts avenues
19	Schooner J. P. Eshner, freight on bricks
19	G. Shipley, livery-horse for engineer
19	J. G. Stafford, O street south, from Fourth-and-a-half street to river
19	R. S. Hulse, O street south, from New Hampshire avenue to Rock Creek
19	Schooner Exit, freight on brick
19	Schooner N. B. Shields, freight on brick
19	L. S. Filbert, Massachusetts avenue, Ninth to Eleventh street west
19	A. P. Fardon, paymaster, laborers' pay
19	G. Simms, Seventh-street road, second section
19	J. Chapman, Twelfth street west, from Massachusetts avenue to U, north
26	J. Chapman, U street, from Fourteenth to Fifteenth, northwest
26	J. W. Harry, Woodley-lane road
26	R. Morgan, sewer, Second street east, from D to I, south
26	Child & Neville, sewer, Eighth street east, from D to I, south
26	Steeps & Follansbee, M street north, from Seventeenth to Eighteenth, west
26	H. Clark, repairing pumps, city
26	R. Holmes, Daniell's road, Second district
26	W. M. Kimball, inspector of wood, Elizabethport
26	do
26	P. Grantum, Stanton avenue extension
26	J. H. Lindsey, dressing curb for superintendent of property
26	Evans & Shea, Rhode Island avenue, from Connecticut avenue to Sixteenth
26	J. McClellan, material for water-registrar
26	D. Hudnell, Pennsylvania avenue, from Fifteenth street to Rock Creek
26	T. Joyce, alley in square 221
26	L. A. Bartlett, Tiber-Creek sewer
26	Windsor & Ford, Fourth-and-a-half street, from Maryland avenue to arsenal, (br)
26	George Boswell, Twelfth street east, from Pennsylvania avenue to I, south
26	T. Gregg & Co., D street south, from Twelfth to Fourteenth, west
26	J. Webster, Eleventh street west, from Pennsylvania avenue to B, north, (bri)
26	J. Webster, Bridge street, Georgetown
26	Thompson & Burns, dressing curb at property yard
26	J. V. Collins, sewer in Beall street, Georgetown
26	S. C. Wroe, Seventeenth street west, from H to I, north
26	R. Woodard, B street north, from Fifteenth to Seventeenth, west, (brick)
26	D. Keppel, Tenth street west, from F to N, north
26	Andrew Gleason, G street north, from Ninth to Fifteenth, west
26	J. R. Morgan, Rock-Creek ford road
26	George Neitzey, Twelfth street west, from Pennsylvania avenue to river
26	W. O. Harry, graveling river road
26	G. E. Barnes, North Carolina avenue, from First to Third street east
26	Addison & Garrity, First street, Georgetown

Expenditures of James A. Magruder, &c.—Continued.

Date.	Paid.	Amount.
1872		
Oct 26	M. Shiner, Eleventh street east, from East Capitol to M, north	\$150 00
26	P. Brennan, D street north, from Sixth to Eleventh, west	500 00
26	W. Buckley, Eighth street west, from K to S, south	300 00
26	Hewitt & Lewis, Fourteenth street west, from H to M, north	1,000 00
26	J. Fitzpatrick, Eighth street, from Pennsylvania avenue to navy-yard	500 00
28	J. Ready & Co., E street north, from Seventeenth to Twenty-second, west	82 60
28	J. Ready & Co., G street north, from Ninth to Twelfth, west	183 00
28	Fowler & Yarwood, stone to M-street bridge	562 50
28	R. Rothwell, dressing curb for superintendent of property	684 46
28	Evening Star, advertising for board	241 60
28	J. W. Simms, superintendent on M street	625 00
28	N. Acker, Eastern market-house	1,000 00
28	E. J. Pavins, shoeing horse for engineer	2 50
Total		5,052,360 95

List of contracts and extensions of the Board of Public Works, from August 18, 1871, to October 31, 1872.

Date.	Locality of improvement.	From—	To—	Name of contractor.	Estimated cost.
1871. Aug. 18	2-foot 6-inch brick barrel-sewer, with the necessary man-holes, traps, and laterals, of 18-inch pipe, on Third street west.	E street north	I street north	Owen O'Hare	\$19,326 00
28	Grade Rhode Island avenue	Seventh street west	Twelfth street west	Albert Gleason	1,701 45
Sept. 3	Lay brick foot-pavement Eighth street, northwest	Q street, northwest	Rhode Island avenue	Albert Gleason	565 10
6	To build along the Potomac River, from the north side of O street south to the south side of P street south, a sea-wall, 4 feet at top, 6 feet at bottom, and averaging 10 feet in height.			William Buckley	3,956 00
Aug. 11	Excavate James Creek, from P street south to its intersection with the old Washington canal near Virginia avenue.			Evans, Teemyer & Colton	25,383 00
Sept. 18	Lay brick foot pavement along Twelfth street northwest.	E street, northeast	F street, northwest	Frank H. Finley	1,468 70
18	November 23, 1871, extended so as to embrace the brick foot-pavements, grading and setting curbs on Twelfth street west, between Pennsylvania avenue and E street, northwest.	Pennsylvania avenue	C street, northwest	George Neltzey	2,513 95
18	Lay brick foot-pavements and set curbs along Twelfth street, northwest.				
18	November 23, 1871, extended to embrace foot-pavements and curb along Twelfth street, northwest, between C street and canal.				
18	Canceled.				
18	Lay brick foot-pavement and set curb along Eleventh street, northwest.	F street	E street, northwest	Frank H. Finley	4,293 12
May 30, 1872, extended to embrace laying foot-pavement and setting curb on Eleventh street, northwest, between F and N streets northwest.					
18	Canceled.				
18	Canceled. (See contract No. 385.)				
18	Lay brick foot-pavement and set curb along Eighth street, northeast.	G street, southeast	I street, southeast	James Fitzpatrick	2,680 06
June 28, 1872, extended to grade, set curbs, lay brick foot-pavement, and macadamize the carriage-way, and construct the sewer-laterals and water-service on Eighth street, between Pennsylvania avenue and Maryland gate.					
18	Lay brick foot-pavements and set curbs along Seventh street, northwest.	Pennsylvania avenue	G street, northwest		
18	Also to grade Seventeenth street, northwest.	Pennsylvania avenue	New York avenue	Henry Humber	1,832 10
18	Canceled. (See contract No. 377.)				

18	Lay brick foot-pavements and set curbs along Fifteenth street, northwest. Also, lay brick foot-pavements and set curbs along Madison Place. November 23, 1871, extended to embrace foot-pavements and curbs on Fifteenth street, northwest, between H and K streets, northwest. Lay brick foot-pavements and set curbs along Pennsylvania avenue. November 23, 1871, extended to embrace foot-pavements and curbs along Pennsylvania avenue, between Madison Place and Eighteenth street, northwest. May 18, 1871, further extended to embrace the resetting of curbs and relaying of foot-pavements along Pennsylvania avenue, between Eighteenth street, northwest, and Rock Creek. Lay brick foot-pavements and set curbs along New York avenue. November 23, 1871, extended to embrace foot-pavements and curbs on New York avenue, between Fourteenth and Ninth streets, northwest. April 23, 1872, relinquished, and re-awarded to L. S. Filbert. (See contract No. 42, and extension.) Canceled.	Pennsylvania avenue..... Fifteenth street, northwest..... Fourteenth street, northwest.....	H street, northwest..... Madison Place..... Fifteenth street, northwest.....	Emmert, Dunbar & Co..... D. Hindel..... James Nelson.....	8, 044 90 1, 530 00 * 753 68 1, 943 24
18	Lay brick foot-pavements and set curb along K street, northwest. Lay brick foot-pavements and set curb along E street, northwest. Lay brick foot-pavements and set curb along Ninth street, northwest. November 23, 1871, extended to embrace foot-pavements and curbs on E street, northwest, between Tenth and Twelfth streets, northwest. Lay brick foot-pavements and set curbs along G street, northwest. Canceled. (See contract No. 277.) Lay brick foot-pavements and set curbs along G street, northwest. November 23, 1871, extended to embrace foot-pavement and curb on G street, northwest, between Fourteenth and Third streets, northwest. May 22, 1872, further extended to embrace brick foot-pavement instead of parking, between the curb and building-line on G street, northwest, (north side,) between Thirteenth and Fourteenth streets, northwest. Canceled.	Ninth street, northwest..... Thirteenth street, northwest..... Pennsylvania avenue..... Seventeenth street, northwest..... Fourteenth street, northwest.....	Tenth street, northwest..... Twelfth street, northwest..... D street, northwest..... Eighteenth street, northwest..... Fifteenth street, northwest.....	Thomas Lucas..... Stewart & Miller..... Henry Himber..... Andrew Gleason.....	1, 805 74 4, 265 45 620 02 2, 144 60 1, 341 60
18	Lay brick foot-pavements and set curb along Fourth-and-a-half street, northwest. January 1, 1873, extended to embrace the grading and macadamizing of Fourth-and-a-half street, southwest, between Missouri avenue and the arsenal.	Maine avenue.....	Arsenal.....	Patrick Cullinan.....	19, 969 40 8, 499 00

18	Lay Stowe wooden pavement on Twelfth street, north-west. Nov. 13, 1871, extended to embrace the Stowe pavement on Twelfth street, northwest, between E and F streets, north-west. Also, lay the Belgian blue-rock pavement along Twelfth street.	Pennsylvania avenue	E street, northwest	L. S. Filbert	4,065 00
18	November 23, 1871, extended to embrace the paving of carriage-way of Twelfth street, northwest, between C street, northwest, and the canal. Further extended to embrace the paving of the carriage-way and laying brick foot-pavements, and setting curbs and constructing 12-inch sewer, with necessary man-holes, traps, laterals, and water-services on Twelfth street west, between canal and Potomac River.	Pennsylvania avenue D street, northwest	D street, northwest C street, northwest	George Weltzcy	7,917 95
18	Lay the Stowe pavement on Eleventh street west. Extended to embrace the paving of carriage-way of Eleventh street west, from E street, northwest, to F street, northwest, with the Stowe pavement.	E street, northwest	Pennsylvania avenue	Lewis Clephane	7,167 00
Oct. 11	Lay the Metropolitan Prismatic pavement on Third street west. February 2, 1872, assigned to George W. Linville. April 8, 1872, so modified as to substitute the Ballard (Burnettized) wood pavement for the Metropolitan Prismatic. (See contract No. 234.)	New York avenue	Indiana avenue	E. F. M. Faehitz	69,699 00
Sept. 18	Lay Miller wood pavement on F street north-west.	Seventeenth street	Eighteenth street, northwest	Lewis S. Fil	8,450 00
18	Lay Miller wood pavement on Eighteenth street, north-west. November 23, 1871, extended to embrace the laying of the Miller pavement on Eighteenth street, northwest, from G to E streets, northwest.	Pennsylvania avenue	G street, northwest	Lewis S. Filbert	5,064 00
18	Canceled.				
18	Canceled.				
18	Lay Scharf pavement on Seventeenth street west. November 23, 1871, extended to embrace paving Seventeenth street, from G street northwest, to New York avenue; also, from Pennsylvania avenue to H street, northwest. June 15, 1873, further extended to embrace paving of carriage-way grading, laying sidewalks and parking Seventeenth street west, between H and I streets north.	Pennsylvania avenue	G street, northwest	John O. Evans	23,110 40
18	Canceled.				
18	Lay Parison pavement on D street north. Relinquished June 15, 1872.	Third street west	New Jersey avenue	William B. Parison	
18	Lay Evans concrete pavement on Fifteenth street, north-west. November 23, 1871, extended to embrace the paving from H and Fifteenth street, northwest, along Fifteenth	Pennsylvania avenue	H street north	C. E. Evans	56,490 70

List of contracts and extensions of the Board of Public Works, &c.—Continued.

Date.	Locality of improvement.	From—	To—	Name of contractor.	Estimated cost.
1871.	street to Vermont avenue at its intersection with K street, north, westwardly to the building line of Vermont avenue, through Scott square; on the west side of Scott square, the space between the building line of Vermont avenue and the east building line of Fifteenth street, northwest; Madison place, to the north side of H street; G street, from Seventeenth to Eighteenth streets, northwest; and F street from Eighteenth to Twenty-first street, northwest.	K street north	Massachusetts avenue		
Sept. 18	July 26, 1872, further extended to embrace the taking up and relaying of sidewalks on F street, northwest, from Nineteenth to Twentieth street, northwest.	Pennsylvania avenue	H street north	Wm. B. Parisen.	\$25,065 00
18	Also on Jackson place On west side of Lafayette square May 10, 1872, extended to embrace the laying of the Parisen pavement along the footways on the west side of Vermont avenue, from K street north, to the Fourteenth-street circle.				
18	June 3, 1872, further extended to embrace setting curb, laying and relaying of foot pavements, sodding and putting up 26 feet of brownstone steps. Lay Scharf pavement on Pennsylvania avenue November 23, 1871, extended to embrace paving of Pennsylvania avenue, from Madison place to Eighteenth street, northwest.	Fifteenth street, northwest	Madison place	John O. Evans	35,500 80
18	Lay Filbert vulcanite pavement on New York avenue November 23, 1871, extended to embrace paving New York avenue, from Fourteenth street to Ninth street, northwest. Extended and modified to laying Scharf pavement on New York avenue, between Ninth and Fifteenth streets west, except the north half from Fourteenth to Fifteenth street, which shall be paved with the vulcanite; laying Scharf pavement on all intersections of streets, Ninth to Fifteenth streets, and on all alley openings from curb to building line; also, grading and setting park curb and street curb between Ninth and Fifteenth streets; also laying brick foot-pavements between Thirteenth and Fifteenth streets, parking between Ninth and Fourteenth streets; also lay the Scharf pavement on the roadway, setting and relaying curbs, and laying brick foot-pavements on H street north, between Thirteenth and Fourteenth	Fifteenth street	Fourteenth street, northwest	L. S. Filbert.	105,447 90

[illegible]

List of contracts and extensions of the Board of Public Works, &c.—Continued.

Date.	Locality of improvement.	From—	To—	Name of contractor.	Estimated cont.
1871.					
Sept. 18	July 1, 1872, extended to embrace sewer of Fourth-and-a-half street, from P street south to the canal, and to construct an 18-inch pipe-sewer instead of a 12-inch pipe-sewer, with man-holes, traps, laterals, and water-services, (at board rates,) between the points above said.	Seventh street, northwest.	Fourth street, northwest.	Benedict Hutchens	88,467 44
23	12-inch pipe-sewer on N street, northwest..... 4-foot sewer on D street south..... February 3, 1871, assigned to E. E. Barnes.	Second street east.	First street east.	George Boswell.	
23	June 14, 1872, extended to embrace construction of a 4-foot brick sewer on D street, from Second to South Capitol street, along South Capitol street to the canal; also across Pennsylvania avenue at Fourth street east, and along the north side of C street, southeast, to Fifth street east.				
23	Canceled.				
23	74 by 44-foot semicircular sewer on Missouri avenue..... November 23, 1871, extended to embrace the sewer of Missouri ave., from Fourth-and-a-half to Sixth st. east.	Fourth-and-a-half street	Third street	George Follansbee	25,355 19
Oct. 2	Canceled.				
4	Sewer and water services on Eighth street west..... 13-inch sewer on Pennsylvania avenue..... Extended to embrace sewer of Pennsylvania avenue, from Second to Eighth street, east. Assigned to E. E. Barnes, February 3, 1872. (See contract No. 65.) Modified July 1, 1872, to embrace the construction of a 12-inch pipe-sewer, instead of a 15-inch pipe-sewer, on Pennsylvania avenue, from First to Eighth street east.	Pennsylvania avenue First street east	D street north Second street east	Lewis Clephane. George Boswell.	794 75 4,254 40
10	Sewer and water services on Pennsylvania avenue..... July 27, 1872, extended to embrace construction of water-services on north and south sides of public reservation on Pennsylvania avenue, from Fourth to Sixth st. east, Main and lateral sewer and water services on Twelfth st. sewer and water services on P street, north.	First street	Eighth street east.	Rothwell & Holden.	5,693 30
13	12-inch sewer on E street..... April 19, 1872, extended to embrace sewer of East Capitol street, from Fourth street to Lincoln Square, and a 12-inch sewer, with man-holes, traps, laterals, and water-services on both sides of East Capitol street, from First to Second street east.	Pennsylvania avenue. Seventeenth street. Pennsylvania avenue Thirteenth street. Second street east.	Canal. Twenty-first street, northwest. E street, northwest. Tenth street, northwest. Fourth street east.	George Neltzey. Daniel Hannan. Breunan & Schoyer. Albert Campbell.	1,215 72 5,646 55 6,745 10 2,706 00 9,757 24
14	Canceled.				

13	Sewer services on East Capitol street.	do	Sixth street east	William Rothwell	3,608 00
18	Sewer and water services on H street north	Third street west	Tiber	Alexander Patterson	8,860 45
25	Sewer on New York avenue	Sixth street, northwest		Thomas Kirby	1,359 28
25	New York avenue, from Sixth street to North Capitol.				
25	Canceled.				
Nov. 9	12 and 15 inch sewer on west side of Second st., northeast.	B street	C street		8,934 98
	Also, on both sides of U street, northeast.	Second street	Tiber	C. H. Holden	1,713 95
17	Assigned April 19, 1872, to John H. Davis, and extended to embrace work specified in contract No. 228.	Massachusetts avenue	K street, northwest	Bronnan & Schoyer	5,030 99
21	12-inch sewer on Eighth street east.	G street south	I street south	Childs & Noville	1,946 53
21	30-inch pipe-sewer on I street, southeast.	Eighth street	Sixth street, southeast	do	4,793 20
25	12 and 15 inch sewer on First street east.	Pennsylvania avenue	D street south	Leonidas Scott	2,901 66
	Also, on South Capitol street.	B street	do		5,693 00
	June 14, 1872, extended to embrace 12-inch pipe-sewer from First street east, along C street south, 250 feet to main alley in square 690, along said alley north 500 feet, to near B street south; also, two lateral sewers in two smaller alleys running west from alley in square 690, with man-holes, drops, and house-connections.				
	Canceled.				
Sept. 29	Brick and stone sewer, Slash Run			W. W. McLanahan	24,608 88
	Assigned to S. Strong, September 29, 1871. Sub-assigned to S. Strong and J. H. Callan, October 9, 1871.				
Dec. 1	18-inch sewer on Eleventh street west	F street, northwest	H street, northwest	Barry & Fitzmorris	4,382 00
	February 19, 1872, extended to embrace 18-inch sewer on both sides of Eleventh street west, from H street north to the middle of I street north; a 15-inch sewer on both sides of Eleventh street, from the middle of I street to K street north, and a 12-inch sewer on both sides of Eleventh street, from K to O street north, with man-holes, traps, laterals, and water-services along the line of this extension, and along the line of the original contract, and construct the water-services on Eleventh street west from F to O street.				
	August 19, 1872, further extended to include 208 cubic yards rock excavation.				
Oct. 10	Sewer and water services on Massachusetts avenue	Eleventh street	Fourteenth street	Robert G. Campbell	5,139 84
	November 23, 1871, extended to embrace water-services from Eleventh street to Ninth street, northwest.				
	April 19, 1872, further extended to embrace 12-inch pipe-sewer on north side of Massachusetts avenue from Ninth street to middle of square, between Thirteenth and Fourteenth streets west; and a 15-inch pipe-sewer from the middle of said square to Fourteenth street west; and on south side of said Massachusetts avenue a 15-inch pipe-sewer between Ninth and Tenth streets				

List of contracts and extensions of the Board of Public Works, &c.—Continued.

Date.	Locality of improvement.	From—	To—	Name of contractor.	Estimated cost.
1871.					
Oct. 10	west; a 12-inch pipe-sewer between Twelfth and Thirteenth streets west; and a 15-inch pipe-sewer between Thirteenth and Fourteenth streets, with the necessary man-holes and traps.	Seventh street, northwest.	Fourteenth street, northwest.	Critt	\$2,131 27
Sept. 20	Grade and gravel Madison street, between M and N and Sixth and Seventh streets.	Maryland avenue	H street north	R. C. Hewett	522 85
20	Canceled.	B street, northwest	G street, northwest	Thomas Betts.	{ 1,634 40
20	Canceled.			George Follansbee	692 40
20	Grade Ninth and Tenth streets east.				9,365 93
18	Sewer on Second street, northwest				
	November 23, 1871, extended to embrace the sewerage on First and Second streets, from G to I street, northwest.				
	May 22, 1872, further extended to embrace setting curb, laying brick foot-pavement, and constructing water-services on First street west, from Pennsylvania avenue to New Jersey avenue, and on Second street west from Pennsylvania avenue to H street north.				
20	Canceled.	M street	O street, southwest	William Backley	250 00
20	Grade Union street.				
20	June 19, 1872, extended to embrace 377 cubic yards of grading of northwest alley in square 502.				
13	50,000 linear feet of bluestone curbing, 20 by 6 inches.				
	January 18, 1872, assigned to Lockwood & Brother.				
13	Canceled.			Samuel Strong	
22	Grade Rhode Island avenue from Connecticut avenue to Seventeenth street; also, Eighteenth street, between W street and Massachusetts avenue, laying sidewalks on north side of Rhode Island avenue and east side of Eighteenth street, northwest.			Hugh Marry	5,659 85
	Grade and gravel K street, southeast.				
3	Reset curb and repair sidewalks on Market Space.	Fourth and a-half street.	James-Creek canal	Patrick Cullinane	3,039 20
22	Grade and gravel W street.	Seventh street	Ninth street, northwest.	Lewis Clephane	209 27
20	Grade Eleventh street east.	Fourteenth street, northwest.	Boundary	William Scholer	
	Canceled. (See contract No. 2164.)	Maryland avenue	H street north	Michael Shiner	2,108 40
16	Grade Eleventh street west.	Pennsylvania avenue	Maryland avenue	do	9,677 40
	Canceled. (See contract No. 2164.)				
26	Grade Maryland avenue, in the Twenty-first district.			Andrew Gleason	
	Assigned by contract No. 278.				
26	Grade Sixth street east.	Maryland avenue	Boundary	Morris Murphy	1,277 60

29	Cancelled. (See contract No. 350.) Brick foot-pavement on Twentieth and Twenty-first streets, northwest.	E street, northwest.	Pennsylvania avenue.	M. J. Laughlin.....	6,388 80
29	Cancelled July 17, 1873. Grade and lay brick foot-pavement on Twenty-first st.	M street, northwest.	Boundary.....	William Schooner.....	
29	Cancelled. (See contract No. 328.) Grade N street.	Twenty-first street.	Seventeenth street.	Cornelius Clark.....	1,877 40
29	Cancelled. Grade and trim Rhode Island avenue.	Fourteenth street.		T. H. Williams.....	2,468 00
Oct. 3	Grade Sixteenth-street road.	Boundary.....	Columbia road.	G. W. G. Eskin.....	7,961 60
6	Grade and gravel, set curb, and lay brick foot-pavement on Fourth street east. Foot-pavement to be 10 feet wide.	K street.	H street.	David Koppel.....	2,924 20
Sept. 25	Lay brick foot-pavement, cobble-stone gutter, and set curb on south side of South Carolina avenue.	Tenth street.	Eleventh street, southeast.	William A. Fletcher.....	470 10
14	Construct a brick-arch sewer over Tiber Creek, from south side of Pennsylvania avenue to north side of Pennsylvania avenue. 24, 1873, extended to north side of Pennsylvania avenue to Indiana avenue.	Maryland avenue.	Third street west.	Bartlett & Williams.....	47,150 00
Oct. 11	Lay brick foot-pavements, set curb, pave gutters with cobble-stone, and lay necessary flag footways on west side of Twelfth street east.	E street south.	Virginia avenue.	H. Browning.....	15,601 85
18	Also to grade and gravel roadway on Twelfth street east.	G street south.	do.		
26	Cancelled; contract No. 468 awarded in lieu thereof.	Connecticut avenue.	Twentieth street.	James Thomas.....	522 80
26	Cancelled. Grade and pave with cobble-stone alley in square 421.	Maryland avenue.	H street.	T. H. Williams.....	593 40
31	Cancelled. Grade and gravel Washington street.	Fourth street.		Thomas Betts.....	11,872 20
Nov. 3	Grade, lay footwalks, curbs, and gutters on K st. north.	North Capitol street.	Fifth street.	James Thomas.....	541 50
3	Grade and gravel B street.	First street.	First street east.	Thomas Joyce.....	4,341 55
	Cancelled. Cancelled; work embraced in contract No. 499.	Pennsylvania avenue.	Eleventh street east.	Joseph S. Weems.....	975 45
6	Set curb and lay foot-pavements on Seventeenth st. west.	Eleventh street.	H street north.	M. J. Laughlin.....	1,257 60
7	Grade C street south and Virginia and Maryland avenues to conform to the grade of Seventh street.		Twelfth street east.	Christopher C. Scriber.....	815 95
7	Grade and gravel B street south.			William A. Fletcher.....	1,421 00
13	Cancelled; work embraced in contract No. 202.	Rock Creek.		C. C. Nelson.....	1,130 85
20	Pave and gravel alley in square 374.			William Fletcher.....	3,370 60
20	Finishing grading T street to the bridge over Rock Creek.			Stephen Talty.....	500 00
20	Grade and pave alley in square 375.			John G. Stafford.....	502 00
21	Grade and pave 60-foot alley in square 502, known as Union alley; all the alleys in said square 502, except grading of the first 30-foot alley north of N street, in said square.				
	Extended to embrace paving and curbs, from the beginning to the end of the 60-foot alley, paving the center, 40 feet wide, with cobble-stones.				

List of contracts and extensions of the Board of Public Works, &c.—Continued.

Date.	Locality of improvement.	From—	To—	Name of contractor.	Estimated cost.
1871. Nov. 21	Grade, gravel, set curb, and lay brick foot-pavement and guttering on Myrtle street. April 18, 1872, assigned to Dennis McNamara.			Dennis McNamara, assignee of B. F. Gilbert.	\$3,707 60
Oct. 31	Build a new market-house in square 572. July 30, 1872, extended to embrace extension and completion of market-house in accordance with original printed specifications, and original plans of Adolf Claus, supervising architect. Canceled.			Henry Wingate	50,517 50
Sept. 16	Put down the Slove wooden pavement on Market Space, between—	Seventh street	Ninth street	Lewis Clephane	7,060 00
18	Pave with cobble-stones alley in square 734. Canceled.			Samuel Cook	1,922 55
25	Canceled. Lay the Parisian asphaltic pavement on Ninth at west. May 16, 1872, extended to embrace putting the new Parisian asphaltic pavement on Ninth street west, from K street north to Pennsylvania avenue, and construct a 12-inch sewer on both sides of Ninth, between M and Boundary streets, with necessary man-holes, traps, interceptors, and water-services. Canceled.	K street north	Boundary	Thomas Lewis	148,691 20
29	Lay sidewalk on Tenth street east. July 23, 1872, extended to embrace the grading of the road from East Capitol street to Maryland ave. July 23, 1872, extended to embrace grading from D street to Indiana avenue. Lay brick foot-pavement on east side of Seventh street west between—	East Capitol street	Maryland avenue	Campbell & Ealin	8,041 42
28	Lay brick foot-pavement on north side of Fourteenth street.	H street and	Deaf and Dumb Asylum	Dennis Murphy	1,658 00
28	Extended to embrace foot-pavements on Fourteenth at.	B street	C street	Timothy O'Brien	2,656 00
27	Canceled. Lay Belgian pavement on H street, between— April 26, 1872, annulled so far as relates to paving between Thirteenth and Fourteenth streets west. (See Contract No. 349.) Relinquished April 26, 1872. Lay brick foot-pavements and curb on west side of Eighth street east. Canceled.	C street	Maryland avenue, southwest.		
27	Lay and put down the Slove wooden pavement on Eighth street west. Lay sidewalks and gutters to traps on Seventh street	Seventh street	Fourteenth street, northwest	H. J. McLaughlin	30,777 50
20		B street south	Maryland avenue	Campbell & Ealin	2,983 00
Oct. 2		Market Space	D street north	Lewis Clephane	5,894 05
14		B street south	Potomac River	Albert Gleason	5,430 90

14	Set curb, lay sidewalk, and park Third street west. Annull by Board of Public Works, and re-paved to George W. Linville. Relinquished April 25, 1872.	Indiana avenue	New York avenue	Morris Murphy	13, 585 56
25	Finish footways on North Capitol street.	C street	D street	Delaware Hudnell Daniel A. Connolly Frank Finley	851 20 388 20 878 40 294 60
30	Lay brick foot-pavement on north side of square 280				
31	Lay footways and gutters across Virginia and Maryland avenues on the east side of Ninth street west; also, lay the flag footways and gutters across Eighth street west, on the north side of Maryland avenue.				
Nov. 1	Complete paving alley in square 347.	Maryland avenue	Sixth street	Alexander Patterson Thomas Betts Patrick Crowley	75 00 13, 000 00 636 20
2	Grade G street				
6	Brick-on-edge pavement on Thirteenth street west, across alley from Franklin school.				
13	Brick foot-pavement on Fourteenth street northwest.	H street, northwest	M street, northwest	Howett & Lewis Stewart & Miller	5, 612 80 391 05
13	Relay brick foot-pavement and reset curbs on east side of Thirteenth street, northwest.	E street, northwest.	Pennsylvania avenue		
16	Lay flag footway on north side of B street, northeast, across Thirtieth street, to connect with footway near Second street east.			Daniel A. Connolly	1, 208 10
16	Brick foot-pavement on Twelfth street west.	D street, northwest	B street south	George Nietzey	1, 254 88
18	Lay brick foot-pavement and pave gutter on south side of R street north.	Vermont avenue	Thirteenth street		
	Also, flag footway across Thirteenth street, on south side of R street.			J. G. Stafford	2, 459 40
20	Extend the Belgian Seneca pavement, and lay the foot-pavement and set the curb along D street north.	Twelfth street west	Eleventh street west	George Nietzey	2, 892 05
20	Lay foot-pavement, curb, and gutter on north side of E street south.	Eleventh street east	Congressional Cemetery	H. Browning	8, 358 00
	Canceled. (See contract No. 463.)				
Oct. 12	Lay foot-pavement, curb, and gutter, along Redfern st.			William Reynolds	799 60
	Canceled.				
Dec. 2	Lay cobblestone pavement on south and west sides of George Taylor's property in square 214.			Howett & Lewis	600 00
	Set curbs on Seventh street, northwest.				
1	Also, along B street north to Ninth street west.				
	Also, along east side of Ninth street west to Louisiana avenue.	Pennsylvania avenue	B street, northwest	Andrew Gleason	348 40 1, 915 90 1, 154 82

June 24, 1872, extended to embrace the grading, setting curb, and lay brick pavement on the east and west sides of Seventh street west, between Pennsylvania avenue and B street north; on the north side of B street north, between Seventh and Ninth streets west; and on the east side of Ninth street west, from B street north, to as far as the Center Market extends; the setting of curbs and laying brick pavement on south side of Louisiana avenue, between Ninth and Tenth streets west; the construction of area walls on both sides of Louisiana avenue, between Ninth and Tenth streets, northwest; and to set the curbs and lay the brick pavements on west side of Ninth street west, between B street north and Pennsylvania avenue.

List of contracts and extensions of the Board of Public Works—Continued.

Date.	Locality of improvement.	From—	To—	Name.	Estimated cost.
1871.					
Nov. 27	Lay cobble-stone pavement in alleys in square 303 also, to grade first the 26-foot alley north of N street north, in square 302.				\$1, 129 90
29	Grade and pave with cobble-stones alley in rear of No. 1730 Vermont avenue; also, alley between Q and R streets and Eleventh and Twelfth streets; also, alley between O and P sts. and Eleventh and Twelfth sts. Relinquished June 12, 1872. (See contract No. —) Canceled. (See contract No. 136.)			Alexander Patterson.	394 90
Sept. 20	Grade Vermont avenue. Canceled.	O street, northwest.	Boundary.	Albert Gleason.	3, 248 20
Oct. 11	Lay brick foot-pavement, set curb, pave gutters, lay necessary flag footways on east side of Twelfth at east. Also, grade and gravel roadway.	D street south.	Virginia avenue.	do.	5, 910 40
Dec. 1	Grade and sod I street north, between ———— And pave entrances to houses and alleys, and set posts between said points; also, grade, and pave, and sod, and set posts on Nineteenth street west, in front of General Creswell's and Mrs. Smith's houses, and lower walls of coal-vaults in front of Mrs. Hoover's house, and entrance to basement and coal-vault to General Creswell's house.	do. Eighteenth street west.	G street south. Twenty-first street west.	Thomas Lucas.	8, 365 20
Sept. 25	Grade W street. Canceled by order Board Public Works. (See contract No. 229.)	Fourteenth street.	Fifteenth street.	William Schooler.	.....
Dec. 5	Grade and pave alley in square 366.			William Reynolds.	254 40
Sept. 13	Construct 12-inch pipe-sewer north side of New York avenue.	Ninth street.	Fifteenth street, northwest.	J. V. W. Vandenberg.	2, 032 41
13	Construct 12-inch pipe-sewer on south side of New York avenue.	do.	do.	Benedict Hutchins.	2, 879 83
23	Construct 12 and 15-inch sewer on Eighth street north, November 23, 1871, extended to embrace 12-inch tile pipe-sewer, with necessary man-holes, traps, laterals, and water-services on K street north, from Eighth street west to Mount Vernon Place church.	L street.	Mount Vernon Place.	Benedict Hutchins.	.....
Dec. 8	Lay a 12-inch sewer in square 77, beginning at alley, &c. Grade set curb, relay foot-pavements, and pave with stone foundation pavement Nineteenth street west.			Patrick Brennan.	325 04
Dec. 12	May 24, 1872, extended to embrace parking on Nineteenth street west, from Pennsylvania avenue to K street north.	Pennsylvania avenue.	K street, northwest.	Lewis Clephane.	12, 751 80
14	Lay 15-inch sewer on N street northwest.	Thirteenth street west.	Vermont avenue.	J. V. W. Vandenberg.	581 23

18	Lay blue stone pavement at the intersection of Eighteenth and I streets, northwest.	Eighteenth street.....	Twenty-sixth street west.....	George Neltzen.....	625 00
Oct. 20	Lay water and sewer services on H street, between Canceled by order of Board of Public Works, August 8, 1872.	.....	.....	John B. Davis.....	5, 837 05
Dec. 11	Lay guttering on Fourth street east.....	H street.....	K street.....	David Keppel.....	4, 979 70
Oct. 31	Grade L street.....	Second street, east.....	Seventh street, east.....	Stephen Talley.....	1, 071 85
	Also set curb and gutters on west side of Fifth street east.	K street.....	L street.....	.....	6, 576 55
Sept. 14	Also north side of L street.....	Fifth street.....	Sixth street east.....	Emmatt, Dunbar & Co.....	2, 944 36
Dec. 20	Lay sewer connections and water services on Fourteenth street west.	H street.....	N street.....	M. F. Ross.....	7, 364 00
21	Lay water-service pipe in connection with the main on New York avenue.	Seventh street.....	North Capitol street.....	William A. Wilson.....	2, 745 10
21	Lay a cobble-stone pavement in alley in square 540; also in alley in square 580; also in alley in square 499; also in alley in reservation C, between Fourth-and-a-half street and Third street, and Maine avenue and Maryland avenue.	.....	.....	.....	.....
21	Grade and fill the sidewalk on north side of L street south.	Sixth street.....	Seventh street, southwest.....	William Buckley.....	681 00
21	Lay 12-inch sewer, with necessary man-holes, on north side of G street, north, between Fourth and Fifth streets, northwest.	.....	.....	O. O'Hare.....	1, 571 80
Oct. 2	Lay cobble-stone pavement in alley in square 733. Canceled by order of the board.	.....	.....	William A. Fletcher.....	.....
1872.	Lay brick foot-pavement and set curb along P street, from P-street bridge to the circle at the intersection of Massachusetts and Connecticut avenues.	.....	.....	William Fletcher.....	11, 126 00
Jan. 9	.....	.....	.....	.....	.....

List of contracts made and extended under the direction of the chief engineer, from October 1, 1871, (the date of last report,) to October 31, 1872.

Date.	Locality and nature of improvement.	From—	To—	Contractor's name.	Estimated cost.
1871.					
Oct. 2	12-inch tile-sewer, with man-holes, traps, and laterals, on Eighth street.	G street	L street, northwest	Benedict Hutchins	\$4,944 60
25	15-inch sewer, with man-holes, traps, and laterals, on both sides of Third street.	B street	D street south	George Boswell	{ 6,339 91
Jan. 20	Also on Second street east.	Pennsylvania avenue	D street south	Daniel A. Connolly	{ 2,638 58
3	Set curb-stones, lay brick foot pavements, and gutters, on west side of Fourth street east.	M street south	Georgia avenue	C. E. Evans	{ 1,705 80
	Grade F street north.	Twentieth street west	Twenty-second street west		
	Grade G street north.	Seventeenth street west	Twenty-second street west		
	Grade "Twenty-first street north."	K street	Pennsylvania avenue		
19	Sewer on Pearl street Georgetown.	Washington street	Rock Creek	James Collins	20,000 00
Oct. 24	Grate and put down cobble-stone pavement in alley in square site.			James Thomas	233 50
Jan. 9	Grate, lay, and put down brick foot-pavement, set curb, and construct sewers, &c., M street, northwest, from intersection with—	New Hampshire avenue	Rock Creek	Henry Birch	18,145 83
9	Grade New Hampshire avenue from circle on Pennsylvania avenue, to circle at intersection of Connecticut, Massachusetts, and New Hampshire avenues.			R. S. Hulbe	3,526 20
Dec. 1	Do Golyer pavement on E street, northwest.	Tenth street	Thirteenth street west	L. S. Filbert	11,850 00
	Lay foot-walks on west side of Seventh street, west, from Pennsylvania avenue to B street north, along B street north, to Ninth street west, and along Ninth street west, to Pennsylvania avenue.	Canal	Pennsylvania ave., (south side)		5,525 00
	So much of contract as relates to laying of foot-walks, assigned to Andrew Gleason. (See contract No. 179, and extension.)				
	June 19, 1872, pave carriage-way of Ninth street west, from B street north, to Pennsylvania avenue, with Do Golyer wood pavement.	New York avenue	D street, northwest	Albert Gleason	8,679 00
12	Laterals on Seventeenth street northwest.	Twenty-first street	Twenty-second street, northwest	Albert Gleason	500 00
12	Construct sewer laterals and water-service, and lower all that are too high, on G street north.			Kellogg Bridge Company	15,508 32
1872.					
Jan. 22	Construct an iron truss-bridge over Rock Creek, on the line of M street, northwest, between Washington and Georgetown.	Pennsylvania avenue	H street, northeast	Michael Shiner	17,618 70
25	Grade Eleventh street east.				
	Cancel Contracts Nos. 109 and 110.				

31	Grade and pave with cobblestones alley in square 921, adjoining Seward's mansion on Madison Place, and construct a 12-inch sewer, with necessary traps, on said square.			Thomas Joyce	1,622 31
17	To repair all gas-lamps in Washington and Georgetown during the year 1872.			Conrad Kauffman	
Feb. 17	To furnish 425 street-lamps.			H. I. Gregory	9,909 50
6	To keep in repair the gas-work of the street-lamps of Washington and Georgetown during the year 1872.			Washington Gas-Light Co.	
29	To furnish 5,000 wooden and 1,000 iron tree-boxes.			George F. Rider	
14	April 13, 1872, cancelled.				
10	Construct a tile-sewer on E street.	Thirteenth street	Fourteenth street, northwest	Patrick Brennan	1,093 00
10	To erect a small-pox hospital.			James G. Naylor	4,225 50
19	Grade Twentieth street, northwest.	M street	P street, northwest	Williams & Beckett	3,800 00
27	To haul all material of Board of Public Works from wharves on river front, between H street, northwest, and New Hampshire avenue.			John Cornell	
27	To haul all material of Board of Public Works from wharves as follows, viz.: Clark & Co.'s, Guinard's, and Williams, Jolly & Co.'s.			Williams, Jolly & Williams	
27	To haul all material of the Board of Public Works from Sixth-street wharf or at any points on the river from Maryland avenue to the United States Arsenal wharf, for one year.			George L. Sheriff	
April 5	12-inch sewer, with man-holes, traps, laterals, and house-connections, on east side North Capitol street, to connect with sewer on south side C street north.	B street	C street north	Charles H. Holden	992 32
	Cancelled April 19, 1872. Instructed to be embraced in extension to contract No. 83 with C. H. Holden, assigned to John B. Davis.				
9	Grade, set curb, and lay foot-walks on Twenty-first street. And to grade W street, northwest.	M street north	Boundary	William Schooler	4,472 00
	Awarded in lieu of contracts Nos. 115 and 186, cancelled by order of Board of Public Works.	Fourteenth street	do		18,324 00
10	Grade, curb, lay brick foot-pavements, flag foot-ways, and cobble-stone pavement; to construct a 12-inch sewer with man-holes, traps, water and sewer services, on Montgomery street, Georgetown, District of Columbia.	Bridge street	West street	Riley A. Shinn	13,340 63
18	12-inch sewer on B street.	First street	Second street, southeast	Daniel A. Connolly	1,421 00
18	Construct necessary sewer-laterals on I street.	Twenty-fifth street	Twenty-seventh st., northwest	George W. Goodall	
April 29, 1872	Cancelled by order of Board of Public Works, and awarded to William Fletcher. (See contract No. 286.)				

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvements.	From—	To—	Name of contractor.	Estimated cost.
1872. April 10	Grade, lay Ballard pavement, set curbs, lay foot-pavements, and park P street west, between Indiana avenue and New York avenue, 12-inch sewer on the west side of Third street west, between N street north and New York avenue; 12-inch sewer on both sides of Third street, between New York avenue and L street north 15-inch sewer on both sides Third street, between L and K streets north 12-inch sewer on south side K street north, between Third and Fourth streets west; 20-inch pipe-sewer on north side of K street, between Third and Fourth streets west; all with necessary man-holes, drops, traps, laterals, and water and sewer services.			George W. Linville.....	\$101, 076 70
18	Grade and pave with Abbott pavement, G street. Amended to include 12-inch sewer, with man-holes, traps, laterals, and water services, on G street, and construct 12-inch sewer, with laterals and water services, on G street.	Ninth street..... New Jersey avenue..... Ninth street..... New Jersey avenue.....	Fifteenth street, northwest..... Seventh street, northwest..... Thirteenth street, northwest..... Seventh street west.....	John P. Crawford & Co.....	38, 112 00 49, 877 50
18	To furnish rubric-stone for the bridge over Rock Creek at P street north.			J. V. W. Vandeburgh.....	5, 475 80
18	To furnish 300 iron tree-boxes.....			White & White.....	1, 380 00
19	To furnish 1,500 wooden tree-boxes.....			Henry Hill.....	1, 080 00
19	To furnish 1,500 wooden tree-boxes.....			Jackson Humphrey.....	1, 080 00
19	Grade and gravel 3d section of Seventh-street road from Rock Creek Church road to Osborn's store at Brightwood, county of Washington, D. C. Canceled September 28, 1872. (See file No. 764.)			Edward P. Doherty.....	3, 744 85
19	Lay pavement in gutters of the first section of Seventh-street road.	Boundary street.....	Rock Creek Church.....	Albert Gleason.....	5, 053 37
19	Grade and gravel first section of Seventh-street road. May 28, 1872, extended to embrace grading at or near entrance to Soldier's Home, a distance of 600 feet, 16 feet wide; also grading footways on each side of the gutters, with a lateral inclination of 5 inches.	do.....	do.....	George W. G. Eslin.....	4, 618 87
19	Complete culvert No. 3, also to construct a 24-inch pipe-culvert, with head-walls of stone-masonry, and an 18-inch pipe-culvert, with head-walls of stone-masonry, on the second section of the Seventh-street road.			Marion Osborn.....	559 00
24	On each the sewer, with man-holes, traps, laterals, and sewer and water-services on each side of Fourteenth street west.	N street north.....	Boundary.....	Gray & Kling.....	17, 001 00
24	Repair with cobble-stone, alley in square 215.			Stephen Talty.....	945 00

24	Grade Massachusetts avenue.....	New Jersey avenue.....	Lincoln Square.....	Daniel A. Connolly.....	21,530 40
24	Sewer, with man-holes, traps, and house-connections, L	Fourteenth street west.....	Twenty-first street west.....	Owen O'Hare & Co.....	18,959 30
24	12-inch sewer, with man-holes, traps, and house-connections, west side Seventeenth street west.....	New York avenue.....	Potomac River.....	John Chapman.....	2,921 60
24	Repair pavement of the roadway on Fifteenth st. west.....	.....do.....	Pennsylvania avenue.....	John O. Evans.....	4,973 00
26	Grade and construct 19 and 15-inch sewers, with man-holes, traps, and laterals, on Seventeenth street west.....	K street.....	Massachusetts avenue.....	Williams & Becket.....	2,717 60
	Also to grade, set curb, and lay foot-pavement on M street north.....	Sixteenth street.....	Seventeenth street, northwest.....		16,906 97
	June 1, 1872, extended to embrace setting curb and laying foot-pavements on Seventh street, northwest.....	K street north.....	Massachusetts avenue.....		16,633 50
26	Grade, set curb, and construct 12-inch sewer on Pennsylvania avenue.....	Fourth street east.....	Sixth street east.....	Peter McNamara.....	9,958 00
26	Grade and lay Schaff pavement, also construct 12-inch sewer, with man-holes, traps, laterals, and house-connections, on H street, northwest.....	Thirteenth street.....	Fourteenth street, northwest.....	Lewis S. Filbert.....	10,713 50
26	Set curb, lay foot-pavement, and park I street north.....	New York avenue.....	Thirteenth street west.....	Crowley & Crowley.....	2,511 75
26	Abbot pavement on Thirteenth street west.....	F street.....	N street north.....	Crawford & Co.....	25,241 60
27	To furnish 250,000 paving brick.....	New York avenue.....	Thirteenth street west.....	Crawford & Co.....	10,374 40
27	To furnish 400,000 paving brick.....			George B. Smith & Co.....	
27	To furnish 1,000,000 paving brick.....			W. H. West.....	
27	To furnish 300,000 paving brick.....			Richards.....	
27	Grade and gravel Trumbull street, in Howard University division.....			John Webster.....	307 95
27	Grade Pomeroy street.....			Wells & Wallace.....	
27	To furnish 1,500 wooden tree-boxes.....			Butler & Jackson.....	283 71
				Bodine, Whitcomb, Voss & Price.....	1,050 00
27	Grade Mount Pleasant street, in the county of Washington, D. C.....			James Harris.....	440 69
29	Grade, set curb, lay foot-walks, and park Eighteenth street west.....	Pennsylvania avenue.....		Hugh Murray.....	{ 4,896 30
29	Construct two stone culverts, Nos. 1 and 2; also three 18-inch sewer-pipe culverts, and complete two 18-inch sewer-pipe culverts, stone head-walls, in third section of Seventh-street road.....		Massachusetts avenue.....	Marion Osborn.....	{ 2,666 50
29	Grade and gravel third section of Seventh-street road.....				3,690 00
	May 31, 1872, extended to embrace macadamizing third section Seventh-street road, and paving gutters with cobble-stone.....			William Holmead.....	25,044 13
29	Grade D street south, from Fourth street east to New Jersey avenue, and grade North Carolina avenue.....	Fourth street east.....	New Jersey avenue.....	E. E. Barnes.....	{ 9,949 30
29	Grade Dunbarton street, Georgetown.....	Green street.....	Monroe street.....	Riley A. Shinn.....	{ 9,759 90
29	Construct water-services and sewer-laterals on I street north.....	Twenty-fifth street.....	Twenty-seventh street west.....	William Fletcher.....	2,412 50
30	Construct water-services on Fourth-and-a-half street.....	Canal.....	Arsenal gate.....	Thomas E. Smithson.....	9,138 68

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872 April 30	Construct water-services and sewer-laterals on Ninth street west.	Pennsylvania avenue	B street north	Emmart, Smith & Huntress	\$3,975 00 3,607 73
	Construct water-services and sewer-laterals on Louisiana avenue.	Ninth street	Tenth street west	do	
	Construct water-services and sewer-laterals on Tenth street west.	B street north	Pennsylvania avenue	do	
	Construct water-services and sewer-laterals on C street north.	Ninth street	Twelfth street west	do	
30	Macadamize first section of Seventh-street road	Boundary street	Rock Creek church road	Austin P. Brown	6,511 62 32,223 80 5,731 20
30	Lay Ballard and foot pavements, set curb, and construct water-services on D street north, between Sixth and Eleventh streets west; widening foot pavements on north side of D street north, between Tenth and Eleventh streets west, and taking up cobble-stone pavement on said D street north.	Sixth street	Eleventh street west	Lewis Clephane	
30	August 23, 1872, extended to embrace taking up and removing cobble-stone pavement on the carriage-way of Seventh street, from the north side of D street north to Pennsylvania avenue, and between the railroad tracks of the Washington and Georgetown railroad, also across Pennsylvania avenue, between the railroad tracks of said railroad, and lay the Stone pavement between the points aforesaid and between the railroad tracks.				
30	6-foot 6-inch brick barrel-sewer, with man-holes, traps, laterals, and water-services, on M street north.	Eighteenth street	Twenty-second street west	Samuel Strong	
30	July 15, 1872, canceled by order vice-president Board of Public Works. (See contract 405.)				
30	24-inch pipe-sewer, with man-holes, traps, laterals, and water-services, on Rhode Island avenue.	Fifteenth street	Eighteenth street west	Gray & King	13,900 55
	12-inch pipe-sewer, with man-holes, traps, laterals, and water-services, on south side Rhode Island avenue.	Fourteenth street	Fifteenth street west		
	18-inch pipe-sewer, with man-holes, traps, laterals, and water-services, on north side of Rhode Island avenue.	do	do		
30	Put down Belgian pavement, set curb, and lay foot-walks on Louisiana avenue.	Ninth street	Tenth street west	Noltzoy & Acker	37,422 25
	Put down Belgian pavement, set curb, and lay foot-walks on Tenth street.	B north	Pennsylvania avenue		
	Also, to set curbs and put down footwalks around the triangular reservation formed by the intersection of Louisiana and Pennsylvania avenues, and Ninth and C streets; and put down granite Boston Belgian block-pavement on the new and interesting streets on west side of said reservation, and between Louisiana				

May	1	Iona and Pennsylvania avenues, partially canceled. (See No. 353.) Lay Belgian pavement and park on K street north, from the circle at the intersection of Pennsylvania and New Hampshire avenues to Rock Creek.	Vermont avenue.....	.....	Riley A. Shinn.....	30,418 00
6	6	Lay Evans concrete pavement on the carriage-way of Seventeenth street, northwest, on Farragut Square, both sides, and on the carriage-way through said square, and on the carriage-way of I street north. May 21, 1872, extended to embrace removal of old stone pavement and the laying of the Evans concrete pavement on I street north.	Fifteenth street.....	Seventeenth street west.....	Charles E. Evans, president Evans Concrete Co.....	32,407 00
6	6	To furnish 314 cubic yards building-stone for culvert over Piney Branch, on Seventeenth-street road.	Pennsylvania avenue.....	.....	Austin P. Brown.....	816 40
6	6	Grade, lay foot-pavements, and sod the parking on Eighteenth street, northwest.	.....do.....	F street north.....	Henry Himber.....	1,611 30
		Grade, lay foot-pavements, and sod the parking on Seventeenth street, northwest.	Seventeenth street.....	G street north.....	.....	3,440 50
6	6	Construct a 5-foot 6-inch inside diameter brick barrel-sewer, 13 inches in thickness, along Eighteenth street, northwest, beginning at intersection of west building line of Eighteenth street west, and extending 100 feet north of Q street north. (Canceled; see contract No. 355.)	.....	Eighteenth street north.....	M. J. Laughlan.....	20,918 35
Jan.	23	Grade Maryland avenue.....	H street north.....	Sixth street east.....	Andrew Gleason.....	31,077 00
		Lay gutters on Maryland avenue.....	Sixth street east.....	Boundary.....	O'Hare & Himber.....	1,451 00
May	7	Awarded in lieu of cont. No. 111, which it amends.	B street.....	C street north.....	Delaware Hudnell.....	1,499 30
7	7	12-inch tile-pipe sewer in square 73.	H street north.....	Boundary street.....	Jonathan Taylor.....	127,027 40
		Lay brick foot-pavements on east side of North Capitol street.	Ninth street.....	Fourteenth street west.....	Stephen Talty.....	6,561 65
8	8	Lay Taylor & Filbert improved wood pavement on Sixteenth street west.	Pennsylvania avenue.....	B street north.....	.....	1,536 30
9	9	Set curb and lay brick and cobble-stone pavement on C street north.	.....	Twentieth street west.....	J. V. W. Vandoubergh.....	252 50
		Set curb and lay brick and cobble-stone pavement on Eleventh street west.	Nineteenth street.....	.....	Henry Birch.....	16,402 00
9	9	And build area walls in front of Thomas Duke's house, corner of Tenth and C streets, northwest.	.....	.....	.....	.....
9	9	Construct a 9-inch tile-pipe sewer on G street, northwest.	.....	.....	.....	.....
		Construct a brick barrel-sewer on Eighteenth street, northwest, beginning at a point 100 feet north of the building line of Q street west, and running thence along Eighteenth street north to Boundary street, with the necessary man-holes, traps, laterals, and water-connections; sewer to be 5 feet inside diameter, and walls 9 inches thick. (Canceled; see contract No. 355.)	.....	.....	.....	.....
9	9	To furnish 990 corners of circular granite curbing.....	E street.....	.....	Nicholas Acker.....	7,738 09
10	10	Grade, set curb, lay foot-walks, and remove trees, on Nineteenth street west.	.....	.....	Thomas Joyce.....	.....

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872 May 10	Lay Parlsen pavement, set curb, lay brick foot-pavements, park, and construct sewer and water-services, and water-courses on Fourth street west.	New Jersey avenue	Indiana avenue	Thomas Lewis & Co.	\$40,234 80
10	Lay the Parlsen asphaltic pavement along the foot-ways on the west side of Vermont avenue. (Cancelled; embraced in extension of contract No. 40.)	R street north	Fourteenth street circle	William B. Parlsen	845 64
10	Construct a pipe-sewer, with the necessary man-holes, traps, laterals, and water-services, on both sides of T street north, from New Hampshire avenue to Fourteenth street west, of the following dimensions, viz.: of 30-inch tile-pipe on north side, and of 18-inch tile-pipe on south side of T street, from New Hampshire avenue to Fifteenth street, and of 20-inch tile-pipe on north side, and 12-inch tile-pipe on south side of said T street.	Fourteenth street	Fifteenth street west	Hugh McGuinness	{ 5,417 00 2,025 00 }
10	Grade Green street, Georgetown, D. C. Set curb, lay brick foot-walks, and put down round-block wood pavement on said Green street. 12-inch tile-sewer, with man-holes and traps, on both sides of D street. 12-inch tile-sewer, with man-holes and traps, on both sides of E street. June 5, 1872, extended to embrace 12-inch tile-sewer, with man-holes, traps, and laterals, as per plan of engineer, on D street north. Put down the Ballard or Stowe pavement on Pennsylvania avenue, from Eighteenth street west to circle at the intersection of Twenty-third street west, around said circle, (both sides;) thence along said Pennsylvania avenue to aqueduct bridge, over Rock Creek; thence from said bridge, along Aqueduct street, to Bridge street, and along Bridge street to High street, Georgetown, D. C.	Gay street	West street	Lewis Clephane	35,000 00
10	Grade, to set curb, re-lay foot-pavements, and construct 12-inch tile-pipe sewer, with man-holes, traps, laterals, and water-services, on Nineteenth street west, from K street north to circle at intersection of Massachusetts and Connecticut avenues, and to grade M street north.	Bridge street	do		
10	Grade, to set curb, lay brick foot-pavements, and construct sewer, laterals, and water-services on Twelfth street west.	Sixth street	Eleventh street west	Patrick Brennan	2,044 81
10	Put down the Ballard or Stowe pavement on Pennsylvania avenue, from Eighteenth street west to circle at the intersection of Twenty-third street west, around said circle, (both sides;) thence along said Pennsylvania avenue to aqueduct bridge, over Rock Creek; thence from said bridge, along Aqueduct street, to Bridge street, and along Bridge street to High street, Georgetown, D. C.	Ninth street	Tenth street west		2,044 80
10	Grade, to set curb, re-lay foot-pavements, and construct 12-inch tile-pipe sewer, with man-holes, traps, laterals, and water-services, on Nineteenth street west, from K street north to circle at intersection of Massachusetts and Connecticut avenues, and to grade M street north.	Sixth street	Eleventh street west		
15	Grade, to set curb, re-lay foot-pavements, and construct 12-inch tile-pipe sewer, with man-holes, traps, laterals, and water-services, on Nineteenth street west, from K street north to circle at intersection of Massachusetts and Connecticut avenues, and to grade M street north.	Seventeenth street	Nineteenth street west	John O. Evans	160,411 00
15	Grade, to set curb, re-lay foot-pavements, and construct 12-inch tile-pipe sewer, with man-holes, traps, laterals, and water-services, on Nineteenth street west, from K street north to circle at intersection of Massachusetts and Connecticut avenues, and to grade M street north.	Seventeenth street	Nineteenth street west	Stoops & Follansbee	{ 2,344 50 20,940 96 14,970 45 }
16	Grade, to set curb, lay brick foot-pavements, and construct sewer, laterals, and water-services on Twelfth street west.	F street	M street north	Lewis Clephane	9,325 90
16	Pave with cobble-stone the gutters on both sides of Trumbull street, as far as the grading and gravelling may extend, i. e., about 650 feet east of Fourth street			Frank K. Gordon	255 32

17	wood; and pave with cobble-stone the gutters in center of alley, between Penny and Trumbull streets, in Howard University division. Grade, set curb, and lay brick foot-pavements on Tenth street, southwest. Grade, set curb, and lay brick foot-pavements on G street south.	D street south Ninth street	Water street Eleventh street west	Newman & Middleton	7,470 00 2,173 10
17	12-inch pipe-sewer on both sides of Eighth street east. 13-inch pipe-sewer on west side of Eighth street east. 18-inch pipe-sewer on west side of Eighth street east. 12-inch pipe-sewer on west side of Eighth street east. 12-inch pipe-sewer on east side of Eighth street east. 12-inch pipe-sewer on both sides of I street east. 12-inch pipe-sewer on north side of M street east. Excavate and remove 5,981 cubic yards of earth on Lincoln avenue, between Glenwood Cemetery gate and Middleton gate. (See contract 314.) Excavate for, build, and complete a sewer from Twenty-second street west and M street north, along Slash Run to Rock Creek. To furnish and haul 300,000 paving-brick. To furnish and haul 200,000 paving-brick. Put in drops at the corners of part-curbings of Ninth, Tenth, Eleventh, Twelfth, Thirteenth, and Fourteenth streets, northwest, and New York avenue; and construct 6-inch pipe connections from said drops with traps at said corners. Grade, set curb, and lay foot-pavements on N street north.	M street Pennsylvania avenue I street south do Georgia avenue Sixth street do	C street south M street south C street south 8th street east do	Childs & Neville Andrew Burgess	
April 18				Sammel Strong	19,480 00
18				Robert Campbell W. E. Brown & Co George W. Goodall	
18					1,423 00
20		Seventeenth street	Twenty-first street, northwest	Otho T. Gant	8,584 20
20	Grade Franklin street	New Jersey avenue	Fifth street west	James Reynolds	1,305 60
20	Grade, reset curb, and relay foot-walks on Twentieth street	P street north	Boundary	M. J. Laughlin	8,275 40
22	To furnish and haul 25,000 paving brick	N street north	Boundary street	James Richards Thomas Lewis	10,958 00
22	Set the curbs, lay foot-walks, and construct water-services on Fourteenth street west. Canceled. (See contract No. 399.)				
23	Grade, lay (with the old material taken up) pavements on the carriage-way, reset curb, and relay foot-walks on Sixth street west. The grade of the Baltimore and Potomac Railroad to be first completed to the satisfaction of the chief engineer of said road. Grade, reset curb, relay foot-pavements, and pave with cobble-stones the carriage-way of Olive street, Georgetown. To grade and gravel Bladenburgh road from Boundary street to boundary line of District; also to construct two 20 brick arch culverts, each of 7-foot span, with head and wing walls of stone masonry, and to construct five 18-inch sewer-pipe culverts, with head-walls of stone masonry. Canceled. (See contract No 499.)	Pennsylvania avenue Montgomery street	South side of C street south Washington street	Albert Gleason Riley A. Shinn Fred C. Crowley	38,275 00 1,515 50 21,540 68
25					
June 22					

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872 June 28	Lay brick foot-pavements, park, and construct sewers, with man-holes, traps, and laterals on Sixteenth street, northwest.	H street.	Boundary.	William Fletcher	{ \$58,844 60 4,140 00 }
28	Grade, set curb, and lay brick foot-pavements on Fifteenth street west.	I street.	K street, northwest.	Henry Birch	2,941 40
	And to park west side of Fifteenth street.	do	do		1,076 76
28	Also, to grade, reset curb, relay foot-pavement on west side of Scott Square; to set curb and grade carriage-way through said square; and to reset curb and relay foot-pavement on south side of Scott Square.	New Hampshire avenue.	Rock Creek.	R. S. Hulsoe	4,500 00
28	To grade O street north.	Twenty-first street	Twenty-fifth street	John Maloney	1,520 13
28	Excavate and remove 3,981 cubic yards earth on Lincoln avenue, between Glenwood Cemetery gate and Mid-dleton gate, and to gravel road between said points.			King & Long	8,875 00
28	To build a wooden truss-bridge over Rock Creek, at Shoemaker's Mill, in the county of Washington, D. C.	Water street.	Fourth-and-a-half street.	John G. Stafford	6,846 15
28	Set curb, pave gutter, and lay foot-pavements on O street, southwest.	Fourth-and-a-half street.	Sixth street west.	Schneider & Co	
28	Also, grade and pave with cobble-stone N street, southwest.			A. Harmer	
28	To furnish material and labor, to take up and reset iron railing on north and east sides of Franklin Square. Canceled and re-awarded to Gray & Noyes. (See contract 368.)			John C. Lang	
28	To furnish material and labor, and paint ornamental iron tree-boxes with one coat of red-lead and two coats of bronze-green.			J. T. H. Hall	10,344 88
31	To furnish all material and labor, and make all drawings of plates, &c.			Thomas Kirby	72,675 09
31	Canceled July 15, 1873, by order of the board.				
31	To furnish, break, and lay macadamized stone on second section of Seventh-street road, from Rock Creek church road to south side of Osborn's store, at Brightwood.			Robert Bond, George W. Linville	25,854 10
June 1	Grade, set curb, lay foot-pavements, park, and macadamize New York avenue.	Seventh street west.	North Capitol street		
1	Also, to grade intersection of New York and New Jersey avenues and M street north.				
3	To furnish 75,000 foot 1-inch composite metal pipe.	Third street west	New Jersey avenue		
	Grade, set curb, lay foot-walks, construct sewer-laterals and water-sockets, and lower the track of the Metropolitan railroad; pave the carriage-way with				

4	Richard, Stowe, Miller, or Peyton wood pavements, on D street north.			Peter Grantum	300 00
4	To complete the graveling of Hamilton road, between Gedreau and the school-house near Good Hope, county of Washington.			Peter Grantum	439 63
4	To complete the grading and graveling and the trimming of the Beven road; also, to construct three 12-inch sewer-pipe culverts, 37 feet long, and to complete head walls of stone culvert.			William Arnold	732 86
22	To gravel Anacostia road 640 feet south of bridge over Webb's branch, and 100 feet south of intersection of Anacostia with Sheriff's road, and 1,960 feet north of said point; also, to repair graveling of said road, between Sheriff's road and bridge, and construct a stone culvert, 37 feet long, brick arch, on said road.			Charles Robinson Jacob Fisher	300 00 100 00
4	To finish the graveling of Sheriff's road to District line. To clean all the ditches and repair the surface of Queen's chapel road, between Brightwood road and Bladensburg turnpike.	Seventh street	Seventeenth street, northwest	Samuel Strong	25, 220 00
5	To excavate for build, and complete division No. 2 of intercepting sewer along B street north.	do	do	Gantz & Appleman	42, 090 00
5	To excavate for build, and complete divisions Nos. 3 and 4 of intercepting sewer along B street north.	Maryland avenue	H street north	Thomas Betts	
5	To grade Eighth street east.	Seventh street	Fourteenth street, southwest	Grogg & Cook	8, 348 80 6, 134 50
5	Grade, set curb, and lay foot-pavements on D street south			John Sinclair	
5	To cut and dress bluestone curbing, 10 inches down on one front and 24 inches on the back.			Richard Rothwell	437 35 338 35
12	Grade and pave with cobble-stones alley in rear of 1730 Vermont avenue, and alleys in squares 309 and 312. In line of contract No. 181, assigned by Alex. Paterson to R. Rothwell.			R. M. Johnson	
14	To furnish traps and covers, known as Chase's patent covers, weighing 650 lbs. each.			Warner, McNamara & Warner	7, 702 80
14	Grade, gravel, and lay foot-pavements on Fifth street east.	Maryland avenue	H street north	Windsor & Ford	
14	To furnish 200,000 paving brick.			Wroe & Carusi	
14	To set and reset posts (iron) in front of parking; repair brick pavements, gutters, sewers, &c., and such jobbing as may be necessary on streets, alleys, &c.			J. C. Brawner	390 95
14	Grade, gravel, and excavate side ditches on Blair road, between District line and Riggs and Rock Creek church roads; also, construct a 12-inch sewer-pipe culvert, 37 feet long, with three yards of stone masonry, at intersection of Blair and Piney Branch roads; also, one 18-inch sewer-pipe culvert, 27 feet long, with six yards of stone masonry, at railroad culvert on said road.				
15	20-inch pipe sewer on north side of K street north.	Third street	Fourth street west	George W. Linville	1, 023 40
	12-inch pipe sewer on south side of K street north.	do	do		

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872. June 15	Set curb, lay brick and cobble-stone pavement on B street north.	Sixth street.	Seventh street west.	Albert Gleason	\$5,642 10
15	12-inch pipe-sewer on east side Twelfth street, north-west.	Massachusetts avenue	M street, northwest.	John Chapman	4,081 90
	12-inch pipe-sewer on west side Twelfth street, north-west.	do	do		
17	To furnish 50,000 paving brick.	L street.	Water street south	Smithson & William Buckley	1,318 00
17	Grade Sixth street west.	I street.	K street south	William Buckley	2,880 00
17	Grade Eighth street west.			Finnegan & Needall	22,803 40
	Grade set curb, lay foot-walks, construct 12-inch sewer, with man-holes, traps, laterals, and water-services, and lay the Stowe, Miller, or Ballard pavement, on Eighth street, northwest, between D and F streets, northwest; also, to set curbs, lay foot-walks, and construct sewer-laterals and water-services on Eighth street, northwest, between G and O streets, northwest; also, 12-inch pipe-sewer, with man-holes, traps, and laterals, on Eighth street, northwest, between L and O streets, northwest; also, to grade, set curb, lay foot-walks, and construct sewer-laterals and water-services, and lay the Stowe or Miller pavement, on E street, northwest, between Seventh and Tenth streets, northwest; also, to construct a 12-inch pipe-sewer, with man-holes and traps, on E street, between Seventh and Ninth streets, and remove blue-stone pavement at intersection of Tenth and E streets, northwest, and lay the Stowe or Miller pavement on the said intersection; and lay the Stowe, Miller, or Ballard pavement on Eighth street, between G and O, northwest.	F street.	M street north.	Joyce & Fisher	7,964 70
18	Grade, set curb, and lay foot-pavement on Tenth street, northwest.				
18	Canceled, and awarded to David Koppel. Grade, set curb, lay foot-pavements, construct sewer, with man-holes, traps, and laterals, park and pave with Evans concrete, Twenty-second street. And pave, with Evans concrete, the walks of reservation at intersection of Louisiana avenue and C street, northwest, and Pennsylvania avenue and Ninth street, northwest.	E street, northwest	Pennsylvania avenue	C. E. Evans	46,389 60
24	This part of contract No. 348 canceled by contract No. 474. Set curb, lay foot-pavements, and pave gutters on west side First street east.	B street.	C street south.	Daniel A. Connolly	2,761 55

24	12-inch pipe-sewer, with man-holes, traps, laterals, and water-services, on south side of K street north from Fifteenth street, and connecting with Fourteenth street sewer.		Patrick Brennan.....	2, 096 00
22	12-inch sewer, with man-holes, traps, laterals, and water-services, on the north side F street, northwest. Gravel Rock Creek Church road.	Eleventh street.....	John Chapman.....	499 40
22	And construct an 18-inch pipe-culvert, 30 feet long, on Rock Creek Church road, near Fourteenth-street road.	Fourteenth street.....	George Semmes.....	955 80
22	12-inch pipe-sewer, with man-holes, traps, laterals, and water-services, on both sides of I street, northwest. Also a 12-inch pipe-sewer in alley in square 528.	Fourth street.....	Patrick Brennan.....	3, 331 00
22	Grade, set curb, lay foot-pavements, park, and construct water-services and sewer-laterals on Tenth street, northwest.	F street.....		
24	Also 12-inch pipe-sewer, with man-holes and traps, on each side Tenth street, northwest. To build a 24-inch brick barrel-sewer, 5 feet 6 inches inside diameter, with man-holes and traps, along Eleventh street, northwest between M and N streets; thence along N street, northwest to Seventeenth street; thence along Seventeenth street, northwest to Boundary. Also a 12-inch pipe-sewer, with man-holes and traps, from the lower end of said brick sewer on M street, to connect with the pipe-sewer on the west side of said Eighteenth street, between L and M streets.	Massachusetts avenue.....	David Keppel.....	15, 644 85
	Grade, reset curb, and relay foot-walks on South Carolina avenue.	do.....	George Follansbee.....	21, 843 35
26	And grade, set curb, and lay foot-walks on D st. south.	Sixth street.....	W. E. Vermillion.....	5, 154 60
18	Grade, set curb, lay brick foot-pavement, and construct 12-inch pipe-sewer, with man-holes, traps, laterals, and water-services, and park K street, northwest.	do.....	Lookwood & Bro.....	3, 080 00
27	Grade Maryland avenue.	Ninth street.....	Thomas Lucas.....	
27	To cut, dress, and joint the curb-stones for East Capitol street.	Third street.....	Bartlett & Williams.....	3, 378 00
23	And for Maryland avenue.	First street.....		
	And to recut, redress, and joint curb-stones which may require it at Third-street wharf, and other points that may be designated.	do.....	Richard Rothwell.....	
28	Lay flagstone-block pavement on Water street, from the west side of Seventh street to west side Twelfth street, southwest; a 24-inch brick barrel-sewer, 3 feet inside diameter, across Water street, at Seventh street, southwest; a 24-inch pipe-sewer at Eighth street, southwest; a 36-inch pipe-sewer at Ninth street, southwest; an 18-inch pipe-sewer at Tenth street, southwest; an 18-inch pipe-sewer at Eleventh street, southwest; an 18-inch pipe-sewer at Twelfth street, southwest; all with man-holes and traps.	Eight street east.....	Nietzey & Acker.....	46, 139 30

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872 June 28	12-inch sewer on east side of Twelfth street, northwest, between M street north and south side Massachusetts avenue. 18-inch sewer on west side of Twelfth street, northwest, between M street north and south side Massachusetts avenue, to connect with man-holes at intersection of M street and Massachusetts avenue, and with the 5-foot brick sewer at intersection of Massachusetts avenue and Twelfth street. Canceled.			John Chapman.....	.....
28	To grade and lay cobble-stone pavement in alley in square 54.			William Fletcher.....	\$387 35
29	15-inch sewer on each side of N street south, 15-inch sewer on north side of O street south, and a 15-inch sewer on north side of P street south; all to extend from east side of Fourth-and-a-half street west to connect with sewer on Sixth street west.			J. G. Stafford.....	4, 757 75
29	Lay Abbott pavement on H street, northwest.	Eighteenth street.....	Twenty-second st., northwest.....	John P. Crawford.....	19, 852 80
29	Canceled, and work embraced in contract No. 482.	Fourth-and-a-half street.....	Sixth street.....	Albert Gleason.....	5, 654 00
29	Grade, lay cobble-stone pavement, reset curb, relay foot-pavement, and put in water-services and sewer-laterals and outlets on Missouri avenue.	First street.....	Sixth street east.....	Morris Murphy.....	23, 197 00
29	Grade, park set curb, and lay foot-pavement on Maryland avenue.			William Buckley.....	36, 917 05
29	Lay foot-walks and construct sewer-laterals and water-services on Sixth street, southeast, from Maine avenue to Potomac River; also 12-inch, 15-inch, 18-inch, and 24-inch pipe sewers on both sides, with man-holes, traps, laterals and water-services, between Virginia and Sixth streets. The said sewer on Sixth street, between Virginia and E street, southwest, to be extended along E to Fourth-and-a-half street, southwest.				
July 1	To complete grading on Oak, Centre, and Brown streets, and to relaying of the same, and to E F Park street, Maryland, and to E W Sumney. (See contract No. 360.)	Fourteenth street.....	Sixteenth street road.....	Jacob Devan.....	.....
1	Lay Ingersoll's wood pavement on Second street west.	Pennsylvania avenue.....	H street north.....	George Follansbee.....	14, 911 80
	Lay Ingersoll's wood pavement on E street north.	Second street.....	Fourth street, northwest.....		14, 911 80
	(Canceled after Robin's process.)	do.....	do.....		57, 576 00
3	12-inch sewer on each side of F street north.	Eleventh street.....	Twelfth street west.....	J. V. W. Vandenburgh.....	5, 732 00
3	Grade, set curb, lay foot-pavement, and park, on East Capitol street.	Ninth street.....	Eleventh street west.....		46, 211 50
		Capitol.....	Lincoln Square.....	Walsh & Gleason.....	

3	Grate, set curbs, and lay foot pavements on E street. To grant portion of the Potomac road extending a 2,304 feet south from the boundary line of the District.	Virginia avenue	Twenty-sixth street west.	M. J. Laughlin William Arnold.	10, 995 00 345 60
3	15-inch sewer on C street south.	Fourth-and-a-half street	Canal.		
3	15-inch sewer on C street south.	do	Sixth street west.		
3	15-inch sewer on Maryland avenue	do	Canal.		
3	15-inch sewer on Maryland avenue	do	Sixth street west.		
3	15-inch sewer on D street south.	do	Third street west.		
3	And along Third street west to C street south.	do	Third street west.	George W. Goodall	43, 877 37
3	An 15-inch pipe sewer on north side of E street south.	Fourth-and-a-half street	do		
3	An 15-inch pipe sewer on south side of E street south.	do	do		
3	An 15-inch pipe sewer on south side of F street south.	do	do		
3	A 15-inch pipe sewer on each side of G street south.	do	do		
3	A 15-inch pipe sewer on south side of H street south.	do	do		
3	A 15-inch pipe sewer on north side of I street south.	do	do		
3	A 15-inch pipe sewer on each side of K street south.	do	do		
3	A 15-inch pipe sewer on south side of L street south.	do	do		
3	A 15-inch pipe sewer on south side of M street south.	do	do		
3	With man-holes, traps, and laterals.	Eleventh street	Sixteenth street, northwest	Emmatt, Smith & Huntress James River Granite Co Barnet T. Swartz	6, 497 30 377 25
3	Grade L street, northwest.	do	do		
3	To furnish 25,000 linear feet of granite curbing	do	do		
3	and Swart's road.	do	do		
5	Grade, macadamize, reset curb, and relay foot-walks on Massachusetts and Connecticut avenues.	P street circle	Boundary street	O'Hare, Humber & Groat.	15, 100 60 38, 366 30 883 00
5	Grade and lay cobble-stone pavement in alleys in squares 304 and 310.	East Capitol street.	Pennsylvania avenue	Washington Nelson.	5, 026 00
6	12-inch sewer, with man-holes, traps, laterals, &c., on each side of Fourth street east.	do	Third street west	Alberto Campbell.	
June 22	To furnish 6,640 feet of Scotch sewer-pipe.	First street	do	Miller & Coats	
July 8	Set curb, lay foot-walks, and construct sewer-laterals and water-services, and lay Taylor & Filbert pave- ment on B street north.	Pennsylvania avenue	K street north		
8	Also, set curb, lay brick foot-pavement, and Taylor & Filbert pavement on First street west.	do	do		
8	Also, construct sewer-laterals and water-services, First street west.	Massachusetts avenue	do		
8	12-inch sewer, with man-holes, traps, laterals, and water-services, on both sides of First street.	do	do		
8	Also, to build area walls and wood steps in front of John Purdy's houses on B and First streets.	Seventh street	Thirteenth street, northwest.	David R. Smith	5, 207 90 1, 463 35
11	Grade, re-dress, joint, and set curbs, lay foot-pavements, and construct water-services on H street north.	do	do	H. J. McLaughlin	18, 000 00
11	To repair the break in the sewer on Tenth street, near Grant street, and connect sewer with the old water- course which crosses said Tenth street, northwest.	do	do	Patrick Brennan	219 10
11	2-ringed brick barrel-sewer on D street, northwest, from Tenth street to the old water-course between Ninth and Tenth streets; thence through square 378 to or near E street, northwest.	do	do	do	3, 567 12

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From--	To—	Name of contractor.	Estimated cost.
1872.					
July 11	Grade, set the curbs, and lay the brick foot-pavements on R street, northwest.	Seventh street	Fourteenth street, northwest.	Dillard & Moulton.	\$10,061 80
11	Grade Oak street, between Brown and Centre streets, Grade Centre street, between Howard avenue and Fourteenth-street road.			Benjamin W. Summers	425 60
	Grade Brown street, between Howard avenue and Oak street; and grade Park street, between Fourteenth-street road and old Piney Branch road.	I street	Pennsylvania avenue	A. Campbell	.....
12	390 canceled. Contract No. 470 awarded in lieu thereof, 2-ripped brick barrel-sewer on Twelfth street, southeast.	Tenth street	Twelfth street, southeast.	George Boswell	{ 7,180 00
12	2-ripped brick barrel-sewer on Pennsylvania avenue.	Twenty-first street	Twenty-sixth street west.	Hugh Murry	{ 3,984 00
12	Grade N street north.	F street	N street, northwest.	Jonathan Taylor	{ 17,085 80
13	To put down wood pavement on the carriage-way of Tenth street, northwest.			Patrick Cullinane	{ 37,981 00
13	Canceled July 24, 1872, by order of the board, 2-ripped brick sewer, with man-holes, on Third street, from north side of E street to south side of M street south; thence along M street to James Creek canal.				15,310 35
12	Take up and reset iron railing, furnish additional railing necessary, and stone base-blocks under posts, re-setting of gates, &c., on north and east sides of Franklin Square.			Gray & Noyes	1,680 00
15	Grade L street south.	Sixth street	Seventh street west.	William Buckley	912 40
Aug. 2	12-inch pipe sewer on both sides of Eighteenth street west, (with man-holes.)	I street	M street north.		.....
13	Also, laterals and water-services, Eighteenth street. Grade and gravel Central avenue, between Queen Anne bridge and Bennett's road, about one mile east of Bennett's bridge.	Pennsylvania avenue	K street north.	Owen O'Hare	3,040 00
	Set curb and lay foot-pavement on Fourteenth street, northwest.			William B. Lacey	1,143 33
15	Grade Virginia avenue, from the canal at Nineteenth street, northwest.	M street	Boundary street	Stewart & Ealin	.....
15	Also, to construct the sewer-drains at the intersection of Virginia avenue and C and D streets, northwest. Widon, clean gutters, and repair Buckner Hill road; also to construct 36-inch pipe culvert, with head walls of masonry, on each road, between District line and Queen's chapel road.		Rock Creek.		.....
15	Reset the curb, lay foot-walks, and grade Eleventh street west, between N street north and Boundary, and to pave with cobble stone on Eleventh st. west.			J. V. W. Vandenberg	{ 56,452 00
16		O street north.	Boundary	Jacob Fisher	{ 15,000 00
				James A. Nelson	{ 608 00
					29,357 70

16	Grade, set curb, lay foot walks, and cobble-stone pavement on Twenty-third street north six feet west.	Pennsylvania avenue.....	E street, northwest.....	Hugh Murry.....	46,733 65
16	Grade to grade New Hampshire avenue, and construct sidewalk, lay foot walks, macadamize, and construct water-culvert, lay sewer, and sewer, northwest.	do.....	Potomac River.....	John E. Zugg.....	11,248 70
16	Construct surfaced brick barrel-sewer of 6 feet 6 inches inside diameter on L street, northwest, from a point between Twentieth and Twenty-first streets north-west to Twentieth street; thence along Twentieth street, northwest, to M street; thence along M street, northwest, to a point 100 feet east from the east building line of Twentieth street, northwest.	Twenty-fourth street.....	Twenty-seventh street, northwest.....	Richard Morgan.....	23,758 00
16	Cancelled. Contract No. 271.	Seventh street.....	New Jersey avenue.....	Thomas Joyce.....	16,392 50
16	Grade, set curb, lay foot-pavements, and construct 12-inch sewer, with laterals and water-services, on Massachusetts avenue.			William H. Adams.....	{ 37,395 00 40,820 00
17	Built brick barrel-sewer, beginning at bridge over Third street west, at the corner of Y street north; thence along Third street west to Q street north; thence along Q street north to New Jersey avenue; thence along New Jersey avenue to R street north; thence along R street to Eighth street west. The section of sewer from the bridge at said Third and Y streets north to the intersection of New Jersey avenue with Q street to be 3 rings, 9 feet inside diameter; the section of said sewer from Q street to Eighth street to be 3 rings, 8 feet 6 inches inside diameter.	E street, northwest.....	Pennsylvania avenue.....	Charles E. Evans.....	68,517 90
18	Set curb, lay foot-walks, traps, laterals, and water-services, and lay Evans concrete pavement on Nineteenth, Twentieth, and Twenty-first sts., northwest.			Robert Holmes.....	2,925 04
23	Grade and make the roadway of the road to be known as the Daniels road, in the county of Washington; the said roadway to begin at a point on the north side of the military road, east of and near the residence of E. T. Swart, and running northwardly through the land of Swart, of Moreland Daniels, and Carroll's heirs, to a point known as Carroll's farm-roads road; also to construct four 12-inch pipe culverts, with head walls of stone masonry, and a stone culvert with plank flooring, at different points on the line of said Daniels road.	Third street.....	Sixteenth street, northwest.....		
	Lay Phillips round-block, Stowe, Miller, or Taylor & Filbert's wood pavement, set the curb-stones, lay the brick foot-pavements, and construct the sewers, laterals, and water-services on X street, northwest.	Pennsylvania avenue.....	Connecticut avenue.....		
	Also, to set curb, lay foot-pavement, and construct the water-services and sewer-laterals, and lay the De Golyer wood pavement No. 2 on L street north.	Seventeenth street.....	Fourth street, northwest.....		
	Also, set curb, lay foot-pavement, and construct the water-services and sewer-laterals on L street north.				

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872.					
Aug. 23	Also, to construct a 15-inch pipe sewer in square 164, with outlets from each and every one of the several lots in said square.			John Collins	\$148,960 00
23	To gravel old Piney Branch road 15 feet wide, between Adams's and Parker's lots; to straighten, gravel, and fill said road 15 feet wide, near Piney Branch hotel, and to gravel said road 15 feet wide from Blagden's gate to a point near Piney Branch hotel.			Peter N. McChesney	668 55
23	Grade, set curb, and lay foot-walks on Second, Third, and Fourth streets east.	Maryland avenue	Virginia avenue		
23	Also, to construct 15-inch pipe sewer, with man-holes and traps, on west side of Second street east.	East Capitol street	Pennsylvania avenue	E. E. Barnes	{ 18,049 60 10,335 80 17,565 30 }
23	Grade, set curb, lay foot-pavement, and park, and construct sewer-laterals along New Jersey avenue.	B street south	Potomac River		
23	Also, to construct 15-inch stone walks in the two openings at the east and west ends of the culvert under New Jersey avenue.	D street south	E street south		
24	Also, to construct a 12-inch pipe sewer from the east side of said culvert, and a 15-inch pipe sewer from the west side of said culvert.			Robert H. Ryan	{ 21,480 60 110 24 }
24	Grade C and D streets north.	Fourth street	Fifteenth street, northeast	Peter McNamara	8,100 00
26	Grade, set curb, lay foot-walks, construct sewer-laterals and water-services on Massachusetts avenue.	Ninth street	Fourteenth street, northwest	Lewis S. Filbert	{ 8,400 00 129,717 50 }
26	And lay Taylor & Filbert wood pavement on carriage-way of Massachusetts avenue.	Fourteenth street west	New Jersey avenue		
26	Grade, set curbs, and lay foot-walks on Q st., northwest	Sixteenth street, northwest	Boundary street	Bolts & Steeps	9,116 00
26	Canceled, and awarded to Smith & Birch. (See contract No. 485.)	High street	Fayette street	Addison & Garretty	10,000 00
26	Grade, set curbs, lay and put down foot-walk, and construct 12-inch sewer, with man-holes, traps, laterals, and water-services, on First, Second, and Third sts., Georgetown, D. C.	H street	Boundary		
26	Grade, set curb, and lay foot-pavements on Fifth and Sixth streets, northeast.	K street	do	Chubb & Burnside	20,000 00
26	Grade, set curb, and lay foot-pavements on Third and Fourth streets, northeast.	First street	Seventh street	Timothy D. Daley	
26	Grade Fayette street, Georgetown, D. C.			Peter Grantum	480 68
26	Canceled. (See contract No. 472.)			William Fletcher	15,982 30
26	To straighten Bowen road, by removing short curve in front of Styles J. Bowen's land.			John Chapman	1,010 00
April 17	Grade, set curb, lay foot-walks, remove cobble-stone pavement, flagging, and crossings, and take up the curbs on East Capitol street.	First street	Eleventh street east		
July 26	12-inch pipe sewer on south side of M street, northwest.	Fourteenth street	Fifteenth street, northwest		

26	12-inch pipe sewer, with man-holes and traps, on both sides of K street, northwest.	Ninth street.....	Tenth street, northwest.....	do.....	9,021 00
26	Grade and gravel Howard avenue, between Fourteenth street and Old Piney Branch road.	Fourth street.....	Fifth street, northwest.....	John York.....	483 60
27	12-inch sewer, with man-holes, traps, and laterals, on south side of I street, northwest.	Monroe street.....	Pierce street.....	Timothy O'Brien.....	1,717 60
27	Cancelled (See contract No. 353).	Harrison street.....	Jefferson street.....	J. L. Worthington.....	4,932 70
27	Grade Fillmore and Pierce streets, Unontown.....	N street north.....	O street north.....	John Chapman.....	2,286 00
27	Cancelled.	Third street.....	Fourth-and-a-half street east.....	Leonidas Scott.....	1,809 00
27	12-inch pipe-sewer, with man-holes, on each side of Thirtieth street, northwest.	L street north.....	P street north.....	Thomas Kirby.....	18,855 40
27	12-inch pipe-sewer, with man-holes and traps, on north side of B street south.	P street north.....	Boundary street.....	L. M. Hoffman.....	31,464 50
27	Cancelled. (See contract No. 519.)	Pennsylvania avenue.....	B street north.....	.....	.....
29	Lay the Phillips round-block pavement on Sixth street.	Seventh street.....	Twelfth street west.....	.....	.....
29	Lay the cobble-stone pavement on Sixth street.	Sixth street.....	do.....	Wm. H. Adams, assignee of T. R. Riley, John Mahoney.....	{ 34,989 10 9,974 40 4,739 47
30	Grade, set curb, lay foot-pavement, construct sewer, laterals, and water-services, and lay Taylor & Filbert wood pavement, with Hayes's asphalt base, on Fifteenth street, northwest.	Seventh street road.....	Blair road.....	John C. Brawner.....	150 60
30	Grade, set curb, lay brick and cobble-stone pavement, on F street south.	do.....	Military road.....	.....	.....
30	Also, to grade, set curb, lay foot-pavement, and the Phillips round-block pavement, on B street south.	.....	.....	Cornelius Johnson.....	292 21
30	Grade Nineteenth-street road, from Boundary street to south side of Columbia road.	.....	.....	Henry Owens.....	307 52
30	Clean gutters and fill depressions on old Piney Branch road.	.....	.....	James Thomas.....	200 00
30	Clean gutters and fill depressions on old Piney Branch road.	.....	.....	John R. Morgan.....	513 52
30	Grade Rock Creek Church road 24 feet, and gravel 15 feet wide, 100 feet east and 200 feet west of Seventh-street road; also, to construct a 15-inch pipe culvert, 27 feet long, with head walls of stone masonry; also, to trim low places with gravel, and clean gutters on said road.	.....	.....	.....	.....
30	Execute repairs, clean gutters, and construct a 15-inch pipe culvert, 24 feet long, with head walls of stone masonry, on Bates's road, between Rock Creek Church road and Sargent's road, in Washington County, D. C.	.....	.....	.....	.....
30	Execute repairs and clean gutters along Chapin road, between Broad Branch road and old Tennallytown road, county of Washington.	.....	.....	.....	.....
30	Grade, execute repairs, and clean gutters along Rock Creek road, between Swart and Broad Branch roads; also, to construct two 12-inch pipe culverts, 24 feet long, with head walls of stone masonry, and a 12-inch pipe culvert, 27 feet long, with head walls of stone masonry, on Rock Creek Ford road, county of Washington.	.....	.....	.....	.....

Oct. 1

July

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872 July 30	Execute repairs and clean gutters along military road, between Broad Branch road and the Rockville and Georgetown turnpike, county of Washington.			Joseph Offutt.....	\$100 00
30	Execute repairs and clean gutters along Rock Creek road, between Rock Creek and Piney Branch roads, county of Washington.			Frank Lee.....	150 00
30	Make repairs and clean gutters on the Longborough road, between Georgetown and Rockville turnpike and the Ridge road, county of Washington.			Frank Walker.....	100 00
30	Make repairs and clean gutters along Belt road, between the boundary-line of the District of Columbia and the Georgetown and Rockville turnpike, county of Washington.			Robert Buchanan.....	250 00
30	Clean gutters, make repairs, and remove stones from roadway along Pierce's Mill road, between Piney Branch road and Piney Branch bridge, county of Washington.			George T. Martin.....	125 00
30	Clean gutters and execute repairs along Columbia road between the boundary-line of the District of Columbia and the Fourteenth-street road; also, to construct a 15-inch pipe culvert, 27 feet long, with head walls of stone masonry, at the intersection of said Columbia road with Piney Branch road, county of Washington.			John Riley.....	361 50
30	Make repairs and clean gutters along Swart road, between Broad Branch road and Rock Creek road, county of Washington.			Lemuel Johnson.....	150 00
30	Do the grading and construct the road necessary to connect the Ridge road with the Bowen road; also, to construct two 24-inch pipe culverts over the Eastern Branch on the said Ridge road, county of Washington.			Charles G. Whiting.....	1,000 00
12 27	Grade Third street east. Set curb, lay brick and cobble-stone pavement on Fourth street, south west.	Maryland avenue. H street south.	H street north. Maryland avenue.	Daniel A. Connolly James Alman.....	9,199 20 3,892 80
Aug. 2 1	To furnish 200,000 paving brick. Grade, set curb, and relay brick foot-pavements on Third Island avenue.	Connecticut avenue.	H street, northwest.	Leonard S. Chapman Evans & Sles.....	8,141 70 2,506 40
2	Make the necessary grading for the construction of gutters on the west side of Maryland road, at Robinson Hill, between Rock Creek Church road and Lincoln avenue; also, to construct two 15-inch pipe culverts, each 27 feet long, with head walls of stone masonry, on said Harwood road, between the points aforesaid, in the county of Washington, D. C.			John Mahoney.....	150 32

2	Grade and macadamize Eleventh street east	Pennsylvania avenue.....	Eastern Branch.....	James Fitzpatrick George W. Duval.....	34,005 00 1,732 83
6	Grade Wheeler road, between Hamilton road and Oxen Run, and build a bridge over Oxen Run; also, to construct one 18-inch pipe culvert, with head walls of stone masonry, in the county of Washington, D. C.			William R. Arnold.....	1,016 72
6	Grade and gravel, and construct a 15-inch pipe culvert, with head walls of stone masonry, on Howard avenue, between Nichols avenue and Anacostia bridge; and excavate for and pave gutters on both sides of said Howard avenue, between the points aforesaid, in the county of Washington, D. C.			Peter Grantum.....	756 00
6	Grade and complete graveling and head walls of culvert on Stanton avenue, at and between Hunter's Hill and Sheridan avenue; also, to grade 300 feet of the north end of School street, (Barry Farm division,) to correspond with the grade of Stanton avenue, in the county of Washington, D. C.			William A. Wilson.....	359 30
6	To build and complete sewer-traps or receiving-basins in the city.			John A. London.....	1,219 90
6	Canceled September 28, 1872, by order of board. Construct 24-inch pipe culvert, 24 feet long, with head walls of stone masonry, over a stream west of the intersection of Sheridan avenue with Bowen avenue, and one 24-inch pipe culvert, 24 feet long, east of the intersection of Sheridan avenue with Stanton avenue; also, to repair the wall between Stick Foot Branch and south side of Sheridan avenue, in the county of Washington, D. C.			William O. Harry.....	36,221 00 4,000 00
6	Do the necessary grading to extend the Murdock Mill road from its present terminus to the River road at Tennyaltown; also, construct an 18-inch pipe culvert 27 feet long, with head walls of stone masonry, on said Murdock Mill road.	H street.....	I street, northwest.....	C. E. Evans.....	10,795 40
7	Grade, set curb, lay brick foot and cobble-stone pavement on Connecticut avenue.	R street.....	P street circle.....	Lewis Clephane.....	Gibson.....
7	Lay Evans concrete pavement on Massachusetts avenue.	Fourteenth street.....	do.....		
7	Lay Phillips round-block pavement on Gay street, Georgetown.	Montgomery.....	Washington street.....		
7	Remove cobble-stone pavement and grade Gay street, Georgetown.	do.....	do.....		
7	Grade, set curbs, lay brick foot and cobble-stone pavements and construct 12-inch pipe sewer, with laterals and water-services, on Twenty-fourth street, north-west.	Pennsylvania avenue.....	M street, northwest.....	Hugh Murry.....	
12	Canceled, by order of the board, August 23, 1872. Construct, with man-holes, traps, and laterals, the following sewers: 24-inch pipe sewer on west side of Fifth street east 18-inch pipe sewer on north side of B street south 15-inch pipe sewer on west side of Sixth street east 12-inch pipe sewer on east side of Sixth street east	C street.....	B street south.....	Richard Rothwell.....	4,290 60 3,480 00 5,651 50
		Fifth street west.....	Sixth street west.....		
		East Capitol street.....	B street south.....		
		do.....	A street north.....		

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872. Aug. 12	15-inch pipe sewer on west side of Fifth street east.	East Capitol street.	B street south.	Richard Rothwell.	{ \$4,899 60
	12-inch pipe sewer on east side of Fifth street east.	do.	do.		{ 3,480 00
12	12-inch pipe sewer on west side of Sixth street east.	B street south.	C street south.	Thomas Wells.	{ 5,651 50
	Clean gutters and fill depressions on the old Piney Branch road, between Columbia and Linnean Hill roads, in the county of Washington, D. C.				{ 100 00
12	Construct 12-inch pipe sewer, with laterals and man-holes, on both sides of Pierce Place, between Fourteenth and Fifteenth streets; and also a 12-inch pipe sewer, with laterals and man-holes, on Fifteenth street, northwest.	S street.	T street, northwest.	Gray & King.	1,978 08
13	12-inch pipe sewer on the east side of Sixth street, northwest.	M street.	P street, northwest.		
	12-inch pipe sewer on the west side of Sixth street, northwest.	N street.	do.	Richard Fitzmorris.	{ 4,402 00
	12-inch pipe sewer in alley in square 448; all of said sewers to be constructed with the necessary man-holes and runs.				{ 4,504 00
13	Canceled. (See contract No. 499).			E. Davenport.	
13	Lay foot-walks, set curbs, pave gutters, and lay flag foot-walks on Twelfth street east.	E street south.	Virginia avenue.	Horatio Browning.	15,601 85
	Also, to grade and gravel Twelfth street east.	G street south.	do.	do.	
13	Awarded in lieu of contract No. 123.				
	Set curbs and put down foot-pavements and gutters on the north side of E street south, between Eleventh street east and Congress and Chettery.				
13	Awarded in lieu of contract No. 175.				
	To build a brick sewer, with man-holes and laterals, on G street, northeast.	Fifth street, northeast.	Thirteenth street, northeast.	Albert Campbell.	80,600 00
13	Grade N street north.	New Jersey avenue.	North Capitol street.	James Coleman.	1,500 00
13	Grade Fayette street, Georgetown, D. C.	First street.	Seventh street.	Thomas A. Ritchie.	5,000 00
13	To furnish 10,000 feet blinch bell sewer-pipe.			Sperry.	
13	Lay the Schilling pavement on the reservation formed by Pennsylvania and Louisiana avenues and Ninth street west.			Almarin C. Richards.	2,500 00
13	Cut, joint, and set curbstones, set park-posts, sod the parking, and do the grading which may be necessary around the reservation formed by Pennsylvania and Louisiana avenues and Ninth street, northwest.			Samuel C. Wroe.	246 58
13	To furnish 4 candelabra, 40 parking posts, and 312 feet wrought-iron pipe for reservation at Louisiana and Pennsylvania avenues and C and Ninth streets, northwest.			Gray & Noyes.	747 40

14	Lay asphalt pavement on Thirteenth street west Also, to set curbs and lay foot pavements on said streets	Pennsylvania avenue, Thirteenth street	Agricultural grounds, fourteenth street	John Collins	3,011 40
19	Grade and gravel First street east	I street	O street south	David Roach	5,460 00
16	Repair the River road between the District line and Rockville turnpike at Tenally town.			William O. Harry	1,170 00
19	Build two brick arch culverts, and three 12-inch sewer-pipe culverts on the Bladenborough road, between Boundary street and the boundary-line of the District.			Henry Schrider	1,150 00
30	To furnish 30,000 feet James River granite curb				3,928 84
31	Re-set curb, relay foot-walks, and lay cross-walks to the houses on Rhode Island avenue.	Sixteenth street	Boundary street	John D. Imboden	13,349 60
23	Also, jointing and dressing the curb-stones when necessary.	Eighteenth street	Twenty-sixth street, northwest	Hugh McGinness	5,832 65
23	Construct sewer-laterals and water-services on H street, northwest.			George W. Goodall	8,040 00
23	Build 2-ringed brick barrel-sewer, 4 feet inside diameter, on I street, southeast, between Virginia avenue and Seventh street east; and a ring barrel-sewer, 3 feet inside diameter, on said I street, between Seventh and Eighth, east.	Sixteenth street	Boundary street	Smith & Birch	2,610 00
23	To build market-house on square 78, on the K and Twenty-first street fronts of said square.	K street	M street north	James G. Naylor	53,657 00
24	Grade, set curb, and lay foot-walks on Twentieth street, northwest.			Richard Morgan	4,158 40
28	Lay Abbott pavement on H street, northwest.	Seventh street	Thirteenth street, northwest	Abbott Paving Company	29,446 40
24	Build 2-ringed brick barrel-sewer along Eighth st. west.	E street, west	Twenty-second street, northwest	James Reynolds	29,310 00
26	Grade Thirteenth street, southwest.	Maryland avenue	Boundary	Gregg & Cook	3,650 40
26	Grade Thirteenth-and-a-half street, southwest.	do	B street, southwest	John Collins	
28	To raise the frame buildings on L street, northwest.	L street, northwest	M street, northwest		
28	To raise the frame buildings on Eighteenth, Nineteenth, Twentieth, and Twenty-first streets, northwest.				
28	To grade alley in square 37.	I street	K street north	William Fletcher	660 00
28	12-inch pipe sewer, with man-holes, traps, and laterals, on Nineteenth street, northwest.			Samuel C. Wroe	1,957 00
28	Grade and construct a brick arch culvert, with head walls of stone masonry, on Central avenue, between Lincoln avenue and Metropolitan branch railroad.			John Mahoney	2,900 00
29	Relay with Sweeny pavement the intersections of Seventh and I streets, northwest.				
29	Relay with limestone pavement the intersections of Thirteenth and E streets, northwest.			George Neitzey	256 30
29	Relay with limestone pavement the intersections of Tenth and E streets, northwest.				255 90
29	12-inch pipe sewer, with laterals and water-services, on the east side of Twenty-first street, northwest, from north side of K street to connect with sewer on L street north.			O'Hare, Humber & Groat	648 50
					1,836 80

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872. Aug. 29	To do the grading and filling, and excavate for and pave with cobble-stones the gutters on the New-cut road, between the reservoir and canal road, the gutters to be 6 feet wide.			J. V. W. Vandenburg	\$693 13
30	12-inch pipe-sewer with laterals on First street east.	B street.	C street north	John B. Hammond	2,064 00
30	To complete the grading and graveling of the Blindensburgh road, from Boundary street to the boundary-line of the District. (See contracts Nos. 310 and 467.)			J. V. W. Vandenburg	20,000 00
Sept. 2	To complete the grading and graveling of the second section of Seventh street road, from Rock Creek Church road to the south side of Osborn's store, at Brightwood. (Cancels contract No. 237.)			George Semmes	3,190 00
Aug. 24	Grade, set curb, and lay foot-pavements on Eighth street, southwest.				
Sept. 2	Lay Flanigan pavement on Third street west.	F street.	I street, southwest.	Lynch & Webster	5,722 40
2	Lay Flanigan pavement on Missouri avenue.	Maryland avenue.	Indiana avenue	Page, Kidder & Fletcher.	33,932 00
	Canceled.	Third street	Fourth-and-a-half street	Wirt & Wilcox	
	Grade, reset curb, relay foot pavement, and lay cobble-stone pavement on Maine avenue.	Third street	Sixth street west.		
	Also, to grade alley in square D; also to grade, reset curb, and relay foot-pavements on Third street west.	Maryland avenue	Indiana avenue		
	And to grade, set curb, and relay foot-pavement on Missouri avenue.	Third street	Fourth-and-a-half street.	William Hussey	19,178 70
5	Grade Twentieth and Twenty-first streets, northwest.	Third street	Fourth-and-a-half street.		
7	Lay Scharf pavement on the carriage-way of Eighth street, northwest.	E street.	Virginia avenue	M. J. Laughlan.	499 89
	Also to lay the Miller or Stove pavement and construct sewer-laterals and water-services on Twentieth and Twenty-first streets, northwest.	K street, northwest.	K street, northwest.		
7	Set curbs and lay foot-walks on both sides of Ninth street, northeast.	Pennsylvania avenue	K street, northwest.	John O. Evans.	27,206 70
7	Lay foot-pavements on south side of E street, southeast.	Pennsylvania avenue	K street, northwest.		
7	Lay Belgian granite-block pavement on Fourth street, southeast.	Pennsylvania avenue	K street, northwest.		
11	Grade and gravel Fourteenth street east.	H street, northeast.	I street, northeast.	James Fitzpatrick.	1,220 00
12	Lay the Stone, Miller, or Ballard pavement on Seventh street west.	Eighteenth street, southeast.	Nineteenth street, southeast.	James Fitzpatrick	833 00
	Lay the Stone, Miller, or Ballard pavement on East Capitol street.	L street.	Eastern Branch	John Barlley	20,820 70
		B street south	Boundary	Dennis Looney.	10,507 20
		B street north	B street south		
		First street	Lincoln Square		
	Lay the Stone pavement on E and F streets.	Fourth street.	New Jersey avenue.	John O. Evans.	{ 91,390 00 11,925 00 20,310 00 }

12	Construct an extension of the sewer, with man-holes, traps, and house connections, along the north side of B street, northeast.	First street	Second street northeast	Patrick Brennan	1,476 34
12	Grade, set curb, and lay the asphalt on the carriage-way and sidewalks of K street south, between Seventh and Ninth streets west, that is, on the north and south sides of the reservation formed by K street north and the intersection of New York and Massachusetts avenues, at Seventh and Ninth streets west; also, to set the curbs and lay the asphalt pavement on the roadway to be opened through said reservation by the extension of New York and Massachusetts avenues and K street north through said reservation, and to park the angles formed by such extension.			Thomas P. Morgan	{ 3,900 00 20,324 90 }
13	12-inch pipe sewer, with man-holes, traps, and laterals, on Delaware avenue.	B street, northeast	C street, northeast	Bartlett & Williams	2,049 80
13	Grade and gravel, and to pave gutters on Nicholas avenue, between Uniontown and the Hospital for the Insane; also, to extend the brick arch culvert, with stone retaining walls, over Slick Foot Branch, on said avenue.			Peter McNamara	12,500 81
13	12-inch sewer, with man-holes, traps, and laterals, on both sides of D street north.	Thirteenth street, northwest	Fifteenth street, northwest	Patrick Brennan	{ 4,287 20 1,251 00 }
13	And on the south side of E street north.	Fourteenth street, northwest	Fifteenth street, northwest		
13	Canceled by order of the board, September 28, 1872.	Fourteenth street west	Fifteenth street west	William A. Wilson	
13	Grade, set curb, and lay foot-walks on Pierce Place, and S and T streets west.	Third street	Fifth street, southeast	Delaware Hudnell	1,830 20
13	12-inch sewer, with man-holes, traps, and laterals, on both sides of K street, southeast.	Third street	Fifth street, southeast	Albert Campbell	{ 2,264 75 1,651 20 }
14	Gravel Fourteenth street road from Boundary street to Spring street, in the county of Washington, D. C.	Seventh street west	Fourth street west	Benjamin W. Summey	1,000 00
16	Lay Phillips round-block pavement on R street, northwest.			Juan Boyle	18,812 00
16	Assigned to Ballard Paving Company.				
16	Grade, set curbs, lay foot-walks, and the De Golyer pavement No. 2 on Fifteenth street, northwest.	K street north	Rhode Island avenue	John Collins	39,353 55
21	Also 12-inch sewer with man-holes, traps, and laterals, on both sides of Fifteenth street north.	do	do		
17	Construct pipe sewers, with man-holes, traps, and laterals, on the south side of L street north.	Fourteenth street west	Twenty-first street west	Owen O'Hare & Co.	{ 3,600 00 1,140 00 }
17	Construct 12 inch pipe sewer on Massachusetts avenue, from Fourteenth street west to the man-hole southwest of the Sixteenth street circle, with man-holes, traps, and laterals.			Patrick Brennan	2,950 50
17	15-inch sewer, with man-holes, traps, and laterals, on east side of Twenty-first street, northwest.	L street north	M street north		
17	12-inch sewer, with man-holes, traps, and laterals, on west side of Twenty-first street, northwest.	do	do		
17	12-inch sewer with man-holes, traps, and laterals, on Twenty-first street, northwest.	L street	Stevens school-house	John Collins	3,033 00

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872. Sept. 19	Lay Phillips round-block pavement on M street north. Lay Phillips round-block pavement on Twenty-third street north. Lay Phillips round-block pavement on Nineteenth street north.	Twenty-first street west Pennsylvania avenue K street north	Twenty-sixth street west M street, northwest P street circle	Francis H. Smith, assignee of Patrick O. Hawes.	{ \$14,465 50 4,665 50 18,277 00 }
13	Grade E street north.	Third street east.	Fifth street east.	Daniel A. Connolly	2,250 00
16	Grade Fourth street east Set curbs, lay foot-pavement, and wooden-block pavement, upon the Hayes asphalt base, on D and E streets, northwest.	C street north Fourteenth street, northwest	E street north Fifteenth street, northwest	L. M. Hoffman	{ 6,073 00 6,073 00 }
18	Rebuild the bridge, (removed from over the canal at Seventh street,) over the canal at C street, southwest.			Evans & Teemyer	
18	12-inch sewer, with man-holes, traps, and laterals, on both sides of Eleventh street, southwest.	Maryland avenue	Potomac River	Patrick Brennan	5,587 00
18	Canceled and awarded to J. V. W. Vandenberg. (See contract No. 400.)			Gantz & Appelman	15,001 44
18	Lay Phillips round block pavement on Rhode Island ave.	Connecticut avenue	Ninth street	Finegan & Needall	60,132 00
18	Set curb, lay foot-pavement, and construct 12-inch pipe sewers, with man-holes, traps, and laterals, on both sides of West street.	Montgomery street	Washington street		
19	Also a 12-inch pipe sewer on both sides of Green street. Build brick arch culvert on military road, between Rock Creek and Fourteenth-street road.	West street	Stoddard street	Riley A. Shinn	14,082 80 469 90
20	Grade, reset curb, relay foot-walks, construct sewer-laterals and water-services, and lay the Phillips pavement on Fifth street west.	G street north	M street north	Barnet T. Swart	153 08
20	Grade and lay cobble-stone pavement on Gay street.			Gordon H. Wilcox	21,340 85
23	Canceled and re-awarded to William Holmead. (See contract No. 579.)	Montgomery street	Monroe street	David Keppel. Christopher Adams.	2,217 00
23	Grade, set curb, and lay foot-walks on the Government reservation on New York avenue between Seventh and Nineteenth streets, northwest.			Charles E. Evans.	5,214 00
24	Canceled with pipe sewers as follows: Construct 12-inch pipe sewers as follows: On north side of E street south. On north side of F street south. On north side of H street south. On north side of I street south. On both sides of K street south. On north side of M street south. Also in alley in square 467. And a 12-inch sewer on (north side) F street south; all with man-holes and traps.	Fourth-and-a-half street do Sixth street do do do do do	Sixth street, southwest do Seventh street, southwest do do do do do	{ 7,000 00 916 00 }	
23	Canceled (October 2, 1872, and awarded to Patrick Brennan. (See contract No. 565.)			George A. Goodall	
				William Hussey	

		Pennsylvania avenue	M street, northwest	Albert Gleason	2,700 00
22	Re-set curb and relay foot pavement on Twenty-third street, northwest.			H. I. Gregory	1,230 00
23	To furnish 240 street lamps.			Thomas Sheridan	818 33
24	To relay between Madison road and Blagden's mill-rail.			Schneider & Co	2,970 00
25	To furnish 300 lamp-posts.			Gantz & Appelman	
26	Canceled October 23, 1873, and awarded to Gray & King.			Robinson & Co.	
27	To furnish 1,500,000 brick.		Tenth street west.		
28	Build brick barrel-sewer, 2 rings, 5.6 feet inside diameter, with man-holes, traps, &c., on K street, northwest.	Eighth street west.			
29	12-inch pipe sewer, with man-holes and traps, on south side of K street, northwest.	Tenth street west.			
30	12-inch pipe sewer, with man-holes and traps, on north side of K street, northwest.	Eighth street west.			
31	To grade and construct stone culvert on Stanton avenue, between Sheridan avenue and Hamilton road.		Fourteenth street west	John Chapman.	28,180 00
32	Build brick barrel-sewer, 2 rings, 3.6 feet inside diameter, on Seventeenth street, northwest.		do	Peter Grantum.	2,013 68
33	12-inch pipe sewer on east side of Fourth street east, between B st. north and north side of Maryland ave.	L street.		O'Hare, Himber & Groat.	961 70
34	12-inch pipe sewer on west side of Fourth street east, between B st. north and north side of Maryland ave.		M street, northwest.		
35	18-inch pipe sewer on Fourth street, from south to north side of Maryland avenue.				
36	Grade Sixth street east.	Maryland avenue.		Richard Rothwell	2,833 81
37	Set curbs and lay foot-walks around the reservation on Pennsylvania avenue.		K street, northwest.	Morris Murphy	5,000 00
38	And on the sides of the squares fronting on reservation; also to construct 12-inch sewer on south side of squares 901 and 924, and on the north side of squares 903 and 925.	Seventh street east.		Peter McNamara	10,616 00
39	Grade, sewer, set curb, lay sidewalks, and park High st. Also to build area walls on High street.	Bridge street		Albert Gleason	15,000 00
40	And pave with cobble stones, 35 feet wide, the carriage-way of High street.	do	Third street	do	
41	Grade, set curbs, gravel, and lay sidewalks on F street, northeast.	First street	do	do	
42	Lay the Stowe pavement on High street, Georgetown.	Maryland avenue	Seventh street, northeast.	Thomas Betts.	9,967 75
43	12-inch pipe sewer in alley in square 339, to connect with Twelfth-street sewer, northwest.	First street	Bridge street	John O. Evans	7,988 00
44	12-inch pipe sewer on C street south, from Sixth street west to a point 250 feet towards Seventh st., southwest.			John Chapman.	830 00
45	12-inch pipe sewer in alley in squares 462 and 463.				
46	15-inch pipe sewer in alley in squares 462 and 463.				
47	Set curbs and lay foot pavement on the south side of Q street, northwest.	Fifth street, northwest.	New Jersey avenue.	Robert G. Campbell.	7,739 00
48	Set curbs, grade, relay the brick and cobble-stone pavements on so much of C street north, at its intersection with Third street west, as may be necessary to make the grade of C street conform to Third street.			Delaware Hudnell.	721 50
49				Bartlett & Williams.	2,000 00

Oct.

List of contracts made and extended under the direction of the chief engineer, &c.—Continued.

Date.	Locality and nature of improvement.	From—	To—	Name of contractor.	Estimated cost.
1872. Oct. 10	Grade and pave with Phillips pavement P street north, in Washington, from T street circle to Rock Creek, and West street, Georgetown, from Rock Creek toward Washington street.			Lewis Clephane.....	{ \$17,500 00 8,531 50 }
8	Clean gutters, grade, and construct sewer-pipe culverts on canal road, between Aqueduct and Chain Bridges, in the county.			John J. Shipman.....	2,500 00
8	Lay cobble-stone pavement and flag cross-ways on Twentieth street, northwest.		Boundary.....	Charles Stewart.....	{ 1,417 20 2,805 00 }
8	Park both sides of Connecticut avenue, (including both sides of Farragut Square.)		L street, northwest	Samuel C. Wroe.....	2,015 00
8	Grade and pave with cobble-stones the new alley in square 103.			John Collins.....	564 00
8	18-inch pipe sewer on West Capitol street.....	Third street west	Fourth-and-a-half street	Patrick Brennan.....	1,704 00
10	15-inch pipe sewer on West Capitol street.....	Fourth-and-a-half street west	Sixth street west	Samuel S. Rusk.....	
7	Build area walls on Fourteenth street, southwest, and Maryland avenue.			J. V. W. Vandenburg.....	{ 2,419 00 1,412 00 }
14	Grade, set curbs, lay foot-walks, terrace, and construct a 12-inch pipe-sewer, with necessary man-holes and traps, on Twenty-fifth street, northwest. To raise the market-house in Georgetown, and other buildings. Canceled November 2, 1872, and awarded to Williams & Becket.	Pennsylvania avenue	M street, northwest	Hollingsworth & Coughlan.....	
19	To build back sewer in east branch of Tiber Creek, from North Capitol street to the sewer now in course of construction near G street, northeast.			Charles E. Evans.....	75,000 00
19	Lay the Miller pavement on Twelfth street west.....	P street	P street, northwest	Tompkins & Runkle.....	
	Also, park, terrace, furnish and lay Seneca-stone steps, grade, set curbs, lay foot-pavements, and construct water-services and sewer laterals on Twelfth street.	M street	do	Lewis Clephane.....	48,433 50
19	Lay Phillips pavement on H street north, from Third street west to the track of the Baltimore and Ohio Railroad.			Lewis Clephane.....	73,325 00
19	Grade, set curbs, lay foot-pavements, and lower the tracks of the Columbia Railroad Company on H street north, between Third street west and the track of the Baltimore and Ohio Railroad, where it crosses H street.			Albert Gleason.....	22,203 60
19	To construct 12-inch pipe sewers on Sixth street east.	Pennsylvania avenue	Virginia avenue	William H. Barber.....	8,765 00
19	Reset curb and relay brick and cobble-stone pavements on E street north. Also, to reset curb and relay brick foot pavements on	Thirteenth-and-a-half street	Fourteenth street west		
		E street	R street north		

[illegible]

W.M. NOTT, Contract Clerk.

OFFICE OF CONTRACTS AND SUPPLIES, November 9, 1952.

Tabular statement, showing the amount and the character of the supplies furnished to the different sub-departments of the board, and to contractors, under orders from the office of contracts and supplies, upon requisitions approved by the vice-president of the Board of Public Works, from August 15, 1871, to October 31, 1872, inclusive.

Articles supplied.	Contractors.	Executive office, including treasurer's, &c.	Auditor's office.	Engineer's office.	Office of contracts and supplies.	Office of superintendent of property.	Office of superintendent of streets, avenues, and alleys.	Office of superintendent of sewers and drains.	Office of paymaster.	Office of inspector of buildings, &c.	Office of superintendent of assessments.	Parking commission.	Office of superintendent of roads, &c.	Office of superintendent of lamps, &c.	Office of superintendent of canals, &c.	Office of water-registries.	Morrison building.	Superintendent of bridges.	Architect of Northern market, &c.	Total.
CONTRACTORS' MATERIAL.																				
Brick, arch.....	No	1,862,138						125,000					4,100							1,991,928
do hard red.....	do	912,557											105,200							1,921,127
do old.....	do	240,000				52,500		51,284					21,000					20,000		1,921,127
do paving.....	do	10,649,564																		10,694,364
Benda sewer trap.....	do	140				2		154										2		298
do 12-inch.....	do	651																		651
do 6-inch.....	do	1,766																		1,766
do 4-inch.....	do	17																		17
do 10,000.....	do	10,000																		10,000
Blocks, trap.....	do																			1
Capa, 4-inch.....	do	125																		125
for sewer traps, 6-inch.....	do																			4,437
Cement.....	do	1,710				51		720				6	534					2,418		3,280
Cocks stop.....	No	31																		368
Cocks stop and boxes.....	do	368																		368
Corner.....	do	1,385																		1,385
Circular, bluestone, 6-inch.....	do	66																		66
do 5-inch.....	do	108																		108
do 4 1/2-inch.....	No	14																		14
do 4-inch.....	do	18																		18
granite 8-inch.....	do	75																		75
do 8-inch.....	feet	673																		673
do 6-inch.....	No	221																		221
(special) 6-inch.....	do	3,719																		3,719
do 6-inch feet.....	do	113																		113
do 5-inch.....	No	24																		24
(special) 5-inch.....	do	170																		170
do 5-inch.....	feet	261																		261
do 5-inch.....	No	515																		515
Curb, bluestone 7 inch.....	do	515																		515

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Tabular statement showing the amount and the character of the supplies furnished, &c.—Continued.

Articles supplied.	CONTRACTORS' MATERIAL—Continued.															Total.			
	Contractors.	Executive office, including treasurer's, &c.	Auditor's office.	Engineer's office.	Office of contracts and supplies.	Office of superintendent of property.	Office of superintendent of streets, avenues, and alleys.	Office of superintendent of sewers and drains.	Office of paymaster.	(Office of inspector of buildings, &c.)	Office of assessments.	Parking commission.	Office of superintendent of roads, &c.	Office of superintendent of canals, &c.	Office of water-regulator.		Morrison building.	Superintendent of bridges.	Architect of Northern market, &c.
Pipe, 4-inch, composite..... feet	72, 196																		
4-inch, galvanized..... do.																			1, 225
1-inch, galvanized..... do.																			300
tile, 2-inch..... do.																			400
4-inch..... do.	180							10											970
5-inch..... do.	1, 365																		1, 365
6-inch..... do.	130, 801																		480
8-inch..... do.	690																		970
9-inch..... do.	378						3	72									500		1, 205
12-inch..... do.	123, 159						400	2, 563									72		131, 433
13-inch..... do.	45, 660							92									302		46, 000
15-inch..... do.	29, 713							600											30, 600
18-inch..... do.	5, 006																		5, 012
20-inch..... do.	30																		30
24-inch..... do.	4, 772																		4, 772
30-inch..... do.	1, 738																		1, 738
9-inch by 6-inch..... do.								51											51
12-inch by 6-inch..... do.	18, 721							24											18, 745
12-inch by 8-inch..... do.	6						3												9
12-inch by 12-inch..... do.	1, 038							9											1, 049
15-inch by 6-inch..... do.	4, 999																		4, 999
15-inch by 8-inch..... do.																			
15-inch by 12-inch..... do.	210																		210
15-inch by 15-inch..... do.	9																		9
15-inch by 15-inch..... do.	2, 417																		2, 417
18-inch by 6-inch..... do.																			
18-inch by 12-inch..... do.	101																		101
18-inch by 15-inch..... do.	24																		24
18-inch by 18-inch..... do.	3																		3
20-inch by 6-inch..... do.	183																		183
20-inch by 15-inch..... do.	6																		6
20-inch by 18-inch..... do.	138																		138
24-inch by 6-inch..... do.																			

[illegible]

Tabular statement showing the amount and the character of the supplies furnished, &c.—Continued.

Articles supplied.	Contractors.	Executive office, including treasurer, &c.	Auditor's office.	Engineer's office.	(Office of contracts and supplies.	Office of superintendent of property.	(Office of superintendent of streets, avenues, and alleys.	(Office of superintendent of sewers and drains.	(Office of paymaster.	(Office of inspector of buildings, &c.	(Office of superintendent of assessments.	Parking commission.	Office of superintendent of roads, &c.	Office of superintendent of lamps, &c.	Office of superintendent of canals, &c.	Office of water-regulator.	Morrison building.	Superintendent of bridges.	Architect of Northern market, &c.	Total.
Arm-rests.....do		4		2	3	2											3			14
Bands, rubber.....do		1-3	16	46	16	174	6			2							8			2944
Baskets, waste.....do			3	6	3									1						31
Bells, call.....do		1		1	1															3
Blotters.....do		13		1	1	2			2	2				1			6			31
Boards, drawing.....do			2	3																5
Books, binding of.....do			2	2																2
Books, blank.....do		7	5	20	5	51	8	2	2	1	4	3	1	1		29				139
Books, numerical.....do				26													1			1
Books, engineers'.....do		16		2	6												1			27
Index.....do		13		5	2	1	1			1			1			3				45
Letter-copying.....do																				37
Ledger.....do						6					1					1				14
Manifold letter-writer.....do		1	5																	1
Memorandum.....do		6		293	2	85	13	1					2							492
Level-note.....do				12													1			1
Photographic-note.....do		9																		12
Plat.....do																				2
Record.....do		14	65		9	3	2	4		5	2		3	3			11			9
Stock.....do						12	61	12	12		10	4	71		2		3			123
Time.....do																				10
Atlas 24x36.....do				4																231
Boyd's City Directory.....do				1													1			2
Clayton's diary.....do				2																2
Maple binder.....do																				2
Magazine.....do					2															1
Webb's Digest.....do																				6
Printed board.....sheets		6	1																	25
Brushes, animal's hair.....do				25																1
Brushes, steel.....do																				1
Letter-press.....do																				1
Table.....do				6																1
Canal machine.....do																				1
Canoe.....do				1																1

[illegible]

Tabular statement showing the amount and the character of the supplies furnished, &c.—Continued.

Articles supplied.	Contractors.																			Total.
	Executive office, including treasurer's, &c.	Auditor's office.	Engineer's office.	Office of contracts and supplies.	Office of superintendent of property.	Office of superintendent of streets, avenues, and alleys.	Office of superintendent of sewers and drains.	Office of paymaster.	Office of inspector of buildings, &c.	Office of superintendent of assessments.	Parking commission.	Office of superintendent of roads, &c.	Office of superintendent of lamps, &c.	Office of superintendent of canals, &c.	Office of water-works.	Morrison building.	Superintendent of bridges.	Architect of Northern market, &c.		
STATIONERY—Continued.																				
Punches, eyelet	No.																			
Pen-holders	do.																			
Paper, foolscap	reams	48	72	59	66	1		12	12	6	5		2	6	6	18	3		518	
Legal cap	do.	3	11	1	4	2	1-10			1	13-20		14	1-10		7			36	
Flat cap	do.	4	3	1	1														8-20	
Letter	do.																		154	
Note	do.	49	21	3	7	10		1	1	1	1	21	1-20	4	3				11	
Drawing	do.	19	1	2	2	3													11-10	
Drawing	do.		43																101	
Antiquarian	rolls																		11-20	
Antiquarian	do.																		324	
Antiquarian	quires																		44	
Double elephant	do.																		10	
Double demy	reams	1-20																	2	
Mapping	do.																		1	
Mapping	do.																		20	
Tracing	quires	14																	21	
Cross-section	do.																		18	
Parchment	do.																		12	
Oil	do.	12																	285	
Blotting	do.	575	108	1,200	60	74	120	13	48		2	12	6	4	6				4	
Manila	quires	4																	20	
Water-closet	reams																		14	
Envelope	quires	11																	1	
Abstract	reams																		30	
Draughting	reams	1																	43	
Rulers, rubber	yards	0	2	15	4	4		2				30	3						5	
Steel	do.																		1	
Triangular	do.																		2	
Protracting	do.																		3	
Rubber	do.																		17	
Racks, pen	do.																		24	
Racks, thumb	do.	5	3	3									2	2					17	
Ribbon, office stamp	do.	1																	24	

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OFFICE-ENTRANCE.

Tabular statement showing the amount and the character of the supplies furnished, &c.—Continued.

Articles supplied.		OFFICE-FURNITURE—Continued.																Total.	
Contractors.	Executive officer, including treasurer, &c.	Auditor's office.	Engineer's office.	Office of contracts and supplies.	Office of superintendent of property.	Office of superintendent of streets, avenues, and alleys.	Office of superintendent of sewers and drains.	Office of paymaster.	Office of inspector of buildings, &c.	Office of superintendent of assessments.	Parking commission.	Office of superintendent of roads, &c.	Office of superintendent of lamps, &c.	Office of superintendent of canals, &c.	Office of water-regulator.	Morrison building.	Superintendent of bridges.	Architect of Northern market, &c.	
Tables.....	number				4												2		
Washstands.....	do.		1														1		
and basins.....	do.																		
HARDWARE.																			
Adzes.....	do.																		
Axes.....	do.																		
Bars, crow.....	do.		3	2		1					4								
Basins.....	do.		2	2	11	8	3				1	5					14		
Barrows.....	do.																		
Barrows, dirt.....	do.		2			7					6						2		
Bench, vise.....	do.				1														
Bars, punch.....	do.		2			1											4		
Boards, mold.....	do.																		
Boards, key.....	do.																		
Bolts, barrel.....	do.																		
Bolts, nut.....	do.																		
Bolts, fire.....	do.																		
Boxes, iron.....	do.				2											2	1		
Box-cock.....	do.																		
Vise.....	do.																		
Wooden.....	do.																8		
Brands.....	do.																		
Brooms, corn.....	do.																		
Brooms, handles.....	do.																1		
street.....	do.																		
without handles.....	do.																		
Wasp.....	do.																		
Brushes, horse.....	do.																		
Brushes, 3-inch.....	do.																		
Buckets, horse.....	do.																		
Buckets, mortar.....	do.																		
trap.....	do.																		
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Tabular statement showing the amount and the character of the supplies furnished, &c.—Continued.

Articles supplied.		Contractors.	Executive officer, including treasurer, &c.	Auditor's office.	Engineer's office.	Office of contracts and supplies.	Office of superintendent of property.	Office of superintendent of streets, avenues, and alleys.	Office of superintendent of sewers and drains.	Office of paymaster.	Office of inspector of buildings, &c.	Office of assessments.	Parking commission.	Office of superintendent of roads, &c.	Office of superintendent of lamps, &c.	Office of superintendent of canals, &c.	Office of water-regulator.	Morrison building.	Superintendent of bridges.	Architect of Northern market, &c.	Total.
MISCELLANEOUS—Continued.																					
Trees, double	sets																				3
Trunks, whifflo	do.																				6
Valve rods	number													1							1
Stop, 6-inch	do.																				1
Stop, covers	do.																				1
Ventilators for windows	do.																				1
Wheels, well	do.																				4
Wood, pine	boards						13														14
Wood, oak	boards		2																		1
Candles	pounds																				12
Corn	busbels																				12
Hay, cut	pounds																				930
Long	do.																				200
Long	bales																				10
Meal, corn	busbels																				10
Oil	do.																				5
Salt	pecks																				76
Shirts	busbels																				1
Straw	bales																				7
Soap, Castile	pounds																				4
CONTRACTORS' MATERIALS.																					
Frames for alley-drops	number	11																			11
Pipe, tile, 30 by 6	feet	186							26												186
Pipe, tile, 30 by 12	do.	21																			21
Pipe, tile, 30 by 15	do.	3																			3
Square, steel	number																				1

In addition to the above articles, the following were also furnished upon requisitions, approved by the vice-president of the board, viz :
To the parking commission, a sufficient quantity of leather straps to fasten trees under charge of commission.

To the water-registrar, the repairs and painting of three hundred tree-boxes.

To the engineer's office, six sets of ornamental maps of District of Columbia, and six sheets for each set.

To the inspector of buildings, one letter book.

ORDER OF CONTRACTS AND SUPPLIES, November 10, 1872.

WM. E. NOTT, Contract Clerk.

7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	52
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B.—Tabular statement showing the amount and the character of the supplies furnished, &c.—Continued.

Articles supplied.	STATIONERY—Continued.														Total.					
	Contractors.	Executive office, including treasurer's, &c.	Auditor's office.	Engineer's office.	Office of contracts and supplies.	Office of superintendent of property.	Office of superintendent of streets, avenues, and alleys.	Office of superintendent of sewers and drains.	Office of paymaster.	Office of inspector of buildings, &c.	Office of assessments.	Parking commission.	Office of superintendent of roads, &c.	Office of superintendent of lamps, &c.		Office of canal, &c.	Office of water-regulator.	Morrison building.	Superintendent of bridges.	Architect of Northern market, &c.
Squares, T..... number																				9
Stamps, postage..... dollars																				35
Stationery, office..... number																				3
Spongers..... do.																				18
Scales, angular..... do.																				1
Scales, triangular..... do.																				23
Flat..... do.																				1
Graduated..... do.																				6
Shavers, office..... pairs																				4
Scissors..... do.																				1
Stones, lithograph..... number																				4
Seals, paper..... boxes																				2
Skins, chamois..... number																				16
Spongers..... pounds																				6
Stationery, boxes..... number																				1
Tape..... spoons																				15
Tabs, letter-press..... number																				2
Triangles, assorted..... do.																				4
Tables, letter-press..... do.																				1
Tape-lines, Chesterman's..... do.																				19
Transits..... do.																				36
Theodolite..... do.																				24
Tablets, bankers..... do.																				132
Tacks, binding..... do.																				100
Tags, thumb..... do.																				24
Tags, index..... sets																				6
Tags, balls..... pounds																				1
Twine..... pounds																				24
Wax, sealing..... pounds																				19
Wipers, pen..... number																				3
Blank..... number																				24
Blank, lithographic..... do.																				5,500
																				7,400
																				10,900
																				11,100
																				500
																				5,500
																				6,000
																				1,000
																				125,410
																				10,000

to said the four months before the
 expiration of the contract is
 contract
 Act legislative assembly, Aug. 10, 71,
 as amended Aug. 23, 71, number.

OFFICE FURNITURE.

Chairs, office	do.	2	1	26	7	6	41
Cases, with pigeon-holes	do.	1	1	2	1	1	2
Desks	do.	1	1	2	1	1	13
Frame and glass for table	do.	1	1	1	1	1	1
Pigeon-holes	sets	1	1	1	1	2	2
Pitcher and bowl	number	1	1	1	1	1	2
Backs, coat	do.	1	1	1	1	1	1
towel	do.	1	1	1	1	1	1
Stools, desk	do.	1	1	1	1	1	1
Tables	do.	1	1	1	1	1	5
Washstands and basins	do.	1	1	1	1	1	6
Do	do.	1	1	1	1	1	1

HARDWARE.

Adzes	do.	1	1	1	1	1	1
Axes	do.	1	1	1	1	1	12
Bastards	do.	1	1	1	1	1	2
Bushes, horse	do.	1	1	1	1	1	1
Bushings, 4-inch	do.	1	1	1	1	1	4
Bars, crow	do.	1	1	1	1	1	42
pinch	do.	1	1	1	1	1	6
Buckets, water	do.	1	1	1	1	1	71
horse	do.	1	1	1	1	1	2
trap	do.	1	1	1	1	1	1
mortar	do.	1	1	1	1	1	1
Barrows, dirt	do.	1	1	1	1	1	1
wheel	do.	1	1	1	1	1	17
Boards, mold	do.	1	1	1	1	1	1
key	do.	1	1	1	1	1	1
Bolts, barrel	do.	1	1	1	1	1	4
nut	do.	1	1	1	1	1	4
fire	do.	1	1	1	1	1	24
Brands	do.	1	1	1	1	1	1
Brooms, corn	do.	1	1	1	1	1	52
street	do.	1	1	1	1	1	1,065
wisp	do.	1	1	1	1	1	3
street, without handles	do.	1	1	1	1	1	72
handles	do.	1	1	1	1	1	1
Boxes, wooden	do.	1	1	1	1	1	102
iron	do.	1	1	1	1	1	1
vise	do.	1	1	1	1	1	12
stop-cock	do.	1	1	1	1	1	1
Benches, vise	do.	1	1	1	1	1	1

Hods, coal	do																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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[illegible]

STONVILLAGE

II. Ex. 1, pt. 6—13

B.—Tabular statement showing the amount and the character of the supplies furnished, &c.—Continued.

[illegible]

Stamp, (B. F. W. J) for stamping iron tools	number	1
Sadd, glazed and framed	do.	6
Trees, single, 3-horse	sets	5
do.	single	1
do.	double	2
do.	whiffle	6
Traces, double	pairs	1
Trace-chains	do.	3
Ts	number	11
Ts 6-inch, with sleeves	do.	4
Ventilators for windows	do.	7
Valve stops, 6-inch	do.	1
stop covers	do.	1
rods	do.	1
Wood, oak	cords	13
do.	pine	10
Wheels, well	number	2
Straps, leather, a sufficient quantity to fasten the trees under charge of parking commission.	do.	2
Material for stakes for 300 tree-boxes.	do.	2
Pruning shears	pairs	1
knives	number	4
forks	do.	3
Oats	bushels	78
Shorts	do.	7
Meal, corn	do.	5
Corn	do.	12
Hay, cut	pounds	250
lung	do.	200
do.	bales	10
do.	do.	1
Candles	pounds	2
Soap, Castile	do.	1
Salt	pecks	1
Straw	bales	4
Repairing and painting wagon	No.	1
Barrels	do.	2
Hooks, ladder iron	do.	12
Stirrups, bridge	do.	2
Square, steel	do.	2
Dr. Wallace, inspector, letter-book, 1.	do.	1

WM. F. NOTT, Contract Clerk.

OFFICE OF CONTRACTS AND SUPPLIES, November 9, 1972.

Statement of expenditures on account of sewers.

Location.	To whom paid.	Dimensions.	Material.	Internals—No. of lin-ear feet.	No. of man-holes.	No. of traps and re-colving basins.	Total cost.	Paid for.		Total cost.
								Auditor's cer-tificate.	Amount.	
Eleventh street, from Pennsylvania avenue to F street north.	John Chapman	15-inch.	Taking up, &c. Altering do Rebuilding. Superintending Labor.	45	1	1	\$165 85	145	\$38 82	
				39	1	1	115 90	1146	15 00	
					1		15 00	1146	446 35	
				69	2	2	15 00	946	9 00	
							208 32	1375	14 38	
				144	2		543 45		543 45	\$543 45
Twelfth street, from Pennsylvania avenue to F street north.	John Chapman	12-inch	Changing	53	1	1	170 16	145	58 82	
				60	2	2	197 80	1146	309 14	
				112			367 96		367 96	367 96

Material.	Price per foot.	Total cost of material received.		Amount issued.	Value of material issued.	Amount of material on hand.		Value of material on hand.	Total.
		Fed.	Fed.			Fed.	Fed.		
8-inch by 20-inch granite curb.....	41 50	453 3	\$649 37	64 0	\$69 00	377 3	\$550 37	\$640 37	
6-inch by 20-inch granite curb.....	1 00	108 656 9	108 656 75	62 304 2	62 304 16	40 352 7	40 352 50	108 656 75	
54-inch by 24-inch granite curb.....	1 00	5 484 6	5 484 50			5 484 6	5 484 50	5 484 50	
6-inch by 30-inch granite corners.....	1 75	4 671 6	4 778 69	3 800 11	6 900 10	784 7	1 308 52	3 178 62	
Special granite corners.....	1 75	3 113 3	3 206 69	1 850 3	3 900 43	238 0	4 16 50	3 106 69	
6-inch by 30-inch bluestone curb.....	1 00	108 841 9	108 841 75	121 337 8	121 337 75	5 464 1	5 464 00	108 841 75	
54-inch by 24-inch bluestone curb.....	1 00	12 383 11	12 383 91	10 823 9	10 823 75	1 560 2	1 560 10	12 383 91	
6-inch by 30-inch bluestone curb.....	1 00	106 280 10	93 652 75	103 027 0	94 254 30	1 328 10	1 328 00	93 652 75	
4-inch by 30-inch bluestone curb.....	70	13 703 11	9 352 69	13 187 9	9 351 42	516 2	361 27	3 352 69	
4-inch by 16-inch bluestone curb.....	70	958 10	6 671 13			958 10	6 671 13	6 671 13	
4-inch by 30-inch bluestone curb.....	100	10 370 0	6 222 50			10 370 0	6 222 50	6 222 50	
16-inch gutter-stone.....	1 75	1 330 10	2 661 46	990 10	1 761 46	540 0	945 00	2 661 46	
12-inch gutter-stone.....	35	19 907 7	4 976 90	10 805 6	2 701 38	9 102 1	2 275 52	4 976 90	
4-inch by 24-inch coping.....	1 25	31 231 6	10 931 02	31 137 11	10 938 27	93 7	32 75	10 931 02	
4-inch by 30-inch coping.....	1 25	6 507 11	7 739 89	1 281 11	3 482 50	4 396 0	2 277 39	7 739 89	
4-inch by 16-inch coping.....	1 25	496 5	630 92			496 5	630 92	630 92	
3-inch by 14-inch park-curb.....	1 25	110 10	513 54			110 10	513 54	513 54	
Sewer-stone.....	100 00	13 240 9	6 620 45	2 120 8	1 060 40	11 120 1	301 04	381 04	
6-inch by 12-inch bluestone steps.....	70	163 6	115 53			163 6	115 53	115 53	
7-inch by 12-inch bluestone steps.....	80	116 11	93 53			116 11	93 53	93 53	
8-inch by 12-inch bluestone steps.....	90	115 0	103 50			115 0	103 50	103 50	
8-inch straight pipe.....	19	31 792 0	9 540 48	51 744 0	9 531 36	42 0	9 12	9 540 48	
9-inch straight pipe.....	35	1 845 0	516 60	1 326 0	371 28	519 0	145 32	516 60	
12-inch straight pipe.....	35	1 161 0	407 40	538 0	212 00	606 0	195 30	407 40	
13-inch straight pipe.....	60	130 517 0	95 710 20	156 257 0	93 754 20	3 269 0	3 269 00	95 710 20	
18-inch straight pipe.....	1 00	75 710 0	75 710 50	41 371 0	41 321 00	34 479 6	1 956 00	75 710 50	
20-inch straight pipe.....	1 30	38 319 9	49 215 02	21 855 6	28 412 15	16 464 3	21 403 53	49 215 02	
24-inch straight pipe.....	1 60	2 409 0	3 554 40	1 875 0	3 000 00	534 0	854 40	3 554 40	
31-inch straight pipe.....	1 65	471 0	777 15	37 0	94 65	411 0	683 10	777 15	
36-inch straight pipe.....	2 35	1 906 6	4 651 18	1 409 6	4 322 83	141 0	331 35	4 651 18	
30-inch straight pipe.....	4 33	444 0	1 922 52	429 0	1 857 57	15 0	64 95	1 922 52	
8-inch by 6-inch branch-pipe.....	60	98 0	49 00			98 0	49 00	49 00	
10-inch by 6-inch branch-pipe.....	60	40 0	29 40			40 0	29 40	29 40	
12-inch by 6-inch branch-pipe.....	80	2 0	5 60			2 0	5 60	5 60	
12-inch by 8-inch branch-pipe.....	1 05	17 019 0	17 609 85	17 011 0	17 661 55	8 0	8 40	17 609 85	
12-inch by 12-inch branch-pipe.....	1 10	3 0	3 30			3 0	3 30	3 30	
15-inch by 6-inch branch-pipe.....	1 40	504 0	705 00	486 0	680 40	18 0	25 20	705 00	
15-inch by 8-inch branch-pipe.....	1 50	8 594 6	12 801 75	4 064 6	6 096 75	4 350 0	6 755 0	12 801 75	
15-inch by 8-inch branch-pipe.....	1 60	33 0	52 90			33 0	52 90	52 90	

Statement of material received and issued by the superintendent of property, &c.—Continued.

Material.	Price per foot.	Amount received.	Total cost of material received.	Amount issued.	Value of material issued.	Amount of material on hand.	Value of material on hand.	Total.
15-inch by 12-inch branch-pipe	\$1.80	297.0	\$534.60	72.0	\$129.60	225.0	\$405.00	\$534.60
15-inch by 15-inch branch-pipe	9.00	102.0	904.00	9.0	18.00	93.0	186.00	904.00
12-inch by 6-inch branch-pipe	9.00	4,855.0	9,710.00	718.0	4,137.00	4,127.0	8,974.00	9,710.00
12-inch by 8-inch branch-pipe	9.10	39.0	85.90	39.0	39.00	39.0	81.90	81.90
12-inch by 9-inch branch-pipe	9.20	39.0	85.80	39.0	39.00	39.0	85.80	85.80
12-inch by 12-inch branch-pipe	9.30	607.0	1,534.10	87.0	900.10	590.0	1,534.10	1,534.10
12-inch by 15-inch branch-pipe	9.40	974.0	657.60	7.0	170.40	457.90	657.60	657.60
Do	9.50	91.0	52.50	3.0	7.50	12.0	45.00	52.50
20-inch by 6-inch branch-pipe	9.50	900.0	500.00	130.0	325.00	70.0	175.00	500.00
20-inch by 12-inch branch-pipe	9.80	24.0	97.20	17.40	17.40	16.0	17.40	97.20
20-inch by 15-inch branch-pipe	9.80	15.0	54.00	18.0	54.00	18.0	54.00	54.00
24-inch by 6-inch branch-pipe	3.50	300.0	1,050.00	57.0	199.50	243.0	850.50	1,050.00
24-inch by 12-inch branch-pipe	3.60	33.0	118.80	3.0	10.80	30.0	108.00	118.80
24-inch by 15-inch branch-pipe	3.70	66.0	244.20	18.0	68.40	72.0	268.40	244.20
24-inch by 18-inch branch-pipe	3.80	72.0	273.60	30.0	114.00	42.0	160.20	273.60
24-inch by 20-inch branch-pipe	3.90	62.0	243.00	6.0	23.40	6.0	23.40	243.00
24-inch by 24-inch Y's	5.00	6.0	30.00	6.0	30.00	6.0	30.00	30.00
12-inch by 12-inch Y's	1.80	9.0	16.20	9.0	16.20	9.0	16.20	16.20
30-inch by 6-inch branch-pipe	4.60	69.0	317.00	21.0	96.60	48.0	220.40	317.00
30-inch by 12-inch branch-pipe	4.70	9.0	42.30	6.0	28.20	3.0	14.10	42.30
30-inch by 15-inch branch-pipe	4.80	6.0	28.80	6.0	28.80	6.0	28.80	28.80
12-inch by 6-inch T branch-pipe	1.05	127.6	133.87	109.6	114.97	18.0	18.90	133.87
12-inch by 6-inch branch-pipe	1.10	45.0	52.80	45.0	49.50	45.0	49.50	52.80
12-inch by 12-inch branch-pipe	1.40	15.0	21.00	12.0	16.80	3.0	4.20	21.00
15-inch by 6-inch branch-pipe	1.50	14.0	21.00	10.0	15.00	4.0	6.00	21.00
15-inch by 12-inch branch-pipe	1.80	31.0	55.80	9.0	16.20	12.0	21.60	55.80
12-inch by 6-inch branch-pipe	2.10	30.0	63.00	42.0	88.20	30.0	63.00	63.00
12-inch by 12-inch branch-pipe	2.40	15.0	36.00	12.0	28.80	3.0	7.20	36.00
12-inch by 15-inch branch-pipe	2.50	6.0	15.00	6.0	15.00	6.0	15.00	15.00
24-inch by 12-inch branch-pipe	3.60	30.0	108.00	30.0	108.00	30.0	108.00	108.00
24-inch by 18-inch branch-pipe	3.80	21.0	79.80	18.0	68.40	3.0	11.40	79.80
6-in 31 bends	1.15	1,004.0	1,154.60	1,007.0	1,154.60	907.0	1,047.00	1,154.60
6-in 45 bends	1.25	95.0	118.75	95.0	118.75	95.0	118.75	118.75
12-inch bends	1.80	71.0	127.80	33.0	59.40	38.0	68.40	127.80
15-inch bends	2.00	9.0	18.00	1.0	2.00	8.0	16.00	18.00
24-inch bends	2.60	1.0	2.60	1.0	2.60	1.0	2.60	2.60
6-inch sewer-trap bends	2.75	61.0	167.25	372.0	904.50	61.0	167.25	167.25
12-inch sewer-trap bends	5.50	398.6	2,191.70	372.0	2,046.00	398.6	2,191.70	2,191.70
12-inch elbows	1.10	377.0	414.70	97.0	106.70	380.0	414.70	414.70
12-inch elbows	1.10	57.0	62.70	57.0	62.70	57.0	62.70	62.70
15-inch elbows	1.60	60.0	96.00	5.0	8.00	55.0	88.00	96.00

12-inch curves	2 40	110.0	297.00	110.0	297.00	297.00
15-inch curves	2 65	62.0	119.70	42.0	119.70	119.70
12-inch curves	3 15	103.0	330.75	103.0	330.75	330.75
1-inch composite water-pipe	25	30,648.6	30,169.13	30,169.13		30,169.13
New paving and arch brick		5,003,942	5,003,942	60,071.30		60,071.30
Steam road-roller		1	7,000.00	1	7,000.00	7,000.00
OLD MATERIAL.						
Curling	40	51,198.0	21,748.0	28,430.0	11,780.00	30,479.30
Butter-stone	20	39,185.0	14,068.0	25,117.0	5,023.40	7,837.00
Bridge-stone	30	85,737.0	11,689.0	74,048.0	22,214.40	25,721.10
Butter bridge-stone	75	4,622.0	1,484.0	3,138.0	2,353.50	3,466.51
Broken stone	1 00	2,111	2,090	6,091	6,091.00	8,111.00
Cobble-stone	75	10,635	2,362	7,693	5,699.75	7,541.95
Sewer-traps	1 65	43		43	70.95	70.95
Iron fence	2 25	1,394.0	1,584.0	3,586.50	965.00	8,586.50
Iron posts		262		262	9.72	965.00
Bricks		332,007	220,186	1,136.18		1,145.90

RECAPITULATION.

Total amount of curbing, sewer-pipe, &c., received, issued, and remaining on hand, and cost of same.

Material.	Amount received.	Value.	Amount issued.	Value.	Amount on hand.	Value.	Total.
(Curbing, granite, new	Feet.		Feet.		Feet.		
old	114,574.6	\$114,791.12	68,370.2	\$68,403.16	47,204.4	\$46,337.96	\$114,791.12
bluestone	51,198.0	30,479.30	21,748.0	8,699.27	29,450.0	11,740.00	20,479.30
bluestone corners	970,451.3	251,376.73	250,548.2	250,049.22	19,953.1	15,237.51	251,376.73
Bluestone corners	6,792.9	11,667.31	5,771.2	10,069.53	1,021.7	1,787.78	11,667.31
Bridge-stone, new	1,520.1	2,661.46	940.10	1,716.46	540.0	945.00	2,661.46
old	19,907.7	4,676.90	10,305.6	2,701.38	9,602.1	2,975.52	4,676.90
Gutter-stone, new	85,737.0	25,731.10	11,669.0	3,508.70	74,048.0	22,214.40	25,731.10
old	31,231.6	10,831.02	31,137.11	10,898.27	93.7	32.75	10,831.02
Coping	39,185.0	7,537.00	14,068.0	2,813.60	25,117.0	5,023.40	7,537.00
Park-curb	7,588.0	9,484.99	1,821.11	5,482.50	5,766.1	4,102.49	9,484.99
Sewer-stone	13,240.9	6,630.45	2,120.8	1,060.40	11,120.1	5,560.05	6,630.45
Blue-stone steps	12	1,200.00	2	200.00	10	1,000.00	1,200.00
Sewer-pipe, straight	397	312.88	377,172.0	183,068.54	397.3	312.88	312.88
branch	33,632.9	243,309.11	237,172.0	183,068.54	56,460.9	60,132.57	243,309.11
Bends	31,737.0	47,850.67	22,909.0	37,520.57	10,848.0	30,330.10	47,850.67
Curves	1,663.6	3,401.85	1,116.6	3,271.13	547.0	1,130.72	3,401.85
Slants	257.0	747.45	99.0	19.57	257.0	747.45	747.45
Composite water-pipe	590.0	178.04	80,648.6	30,162.13	421.0	159.37	178.04
Brick paving and arch, new	80,648.6	20,162.13	3,035,942	60,071.30	1	9.72	20,162.13
old	332,007	1,145.00	220,188	1,136.18	2,819	7.00	60,071.30
Steam-roller	do	7,000.00	1,454.0	1,113.00	1	2,353.50	7,000.00
Gutter-bridge stone	4,622.0	3,486.50	2,640	2,020.00	6,091	2,468.50	3,486.50
Broken stone	8,111	3,111.00	2,362	1,771.50	7,663	2,711.00	3,111.00
Cobble-stones	10,035	7,541.25	1,304.0	3,586.50	43	70.95	7,541.25
Sewer-traps	do	70.95	1,304.0	3,586.50	262	905.00	70.95
Iron fence	1,594.0	3,965.00					3,965.00
Iron post	262						
Total		\$76,068.71		\$55,378.84		\$20,709.87	\$76,068.71
Total received			\$876,068.71				\$876,068.71
Total issued				\$455,378.84			\$455,378.84
Total on hand				\$20,709.87			\$20,709.87

Statement of work performed and material consumed on roads and streets in the first legislative district, Washington County, D. C., from June 1, 1871, to October 31, 1872.

Name of road.	Remarks.	Grading.		Oravelling.		Stone-masonry.		Brick.		Gutters.		Lime.	
		Cub. yds.	Cost of.	Sq. yds.	Cost of.	No. of yards.	Cost of.	No. of.	Cost of.	No. of yards.	Cost of.	No. of barrels.	Cost of.
Adams street.....	Unlontown	14,867.40	\$4,463.32	15,211	\$2,282.53								
Anacostia road.....	Between Good Hope road and District of Columbia line.					32.64	\$228.50	2,398	\$45.36				
Brenning's road.....	Between city and District of Columbia line.	3,197.36	959.18	8,852.40	1,328.76								
Bowen avenue.....	Barry Farm	2,035.73	611.62										
Bowen road.....	Good Hope and District of Columbia line	5,313.76	1,594.13	12,371	1,855.65	5.71	40.00						
Brentwood road.....	Between city and District of Columbia line	2,473	741.90			7	49.00						
Central avenue.....	Between Beaulieu's road and District of Columbia line.	977.7-9	293.33	4,250	\$50.00								
Do.....	Metropolis View	5.20	1,925.00			00	420.00	2,200	44.00				
Columbia turnpike.....	Between city and District of Columbia line.	32,116.33	16,345.00	5,392.8	\$2,708.76	635	4,415.00	9,500	203.40				
Filmore street.....	Unlontown	6,279	2,134.86										
Gale avenue.....	Keating's division.												
Giesborough road.....	Between Nichols avenue and District of Columbia line.												
Good Hope road.....	Between river and Naylor road.	2,673.60	\$92.08	4,673.60	701.04	3.50	\$7.75						
Hamilton road.....	Between Naylor road and Giesborough road												
Harrison street.....	Unlontown	666.66	200.00	3,793.37	759.20	4	28.00						
Howard avenue.....	Barry Farm	928	273.40										
Jackson street.....	Unlontown	650	195.00										
Keating avenue.....	Keating's division												
Kelly road.....	Between Hamilton road and Nichols avenue			1,645	2,400.30								
Lincoln avenue.....	Between city and Bunker Hill road	22.506	6,669.64										
Lincolntonville road.....	Between Lincolnville and Central avenue												
Livingston Mill road.....	Between Giesborough road and District of Columbia line.	8,764.66	2,629.40										
Madison street.....	Unlontown.												
Monroe street.....	do												
Naylor road.....	Between river and District of Columbia line.	18,608	6,140.61	10,433	2,464.95	100	700.00	10,000	200.00	1,843	\$995.22		
Nichols avenue.....	Between Good Hope road and Giesborough road	1,100	330.00										
Pierce street.....	Unlontown.												
Pomeroy avenue.....	Barry Farm.												
Polk street.....	Unlontown												
Queen's Chapel.....	Road between Bunker Hill road and Columbia Turnpike road.	7,385.40	2,275.62			35	385.00	1,800	36.00			11	\$12.10
Ridge road.....	Between Anacostia road and Bowen road	2,882.25	866.48			8	56.00						
River street.....	Unlontown	505	161.60	222	33.30								
School street.....	Barry Farm.												

* Number of streets and roads, 42.

Statement of work performed and material consumed on roads and streets in the first legislative district, Washington County, D. C., &c.—Continued.

Name of road.	Remarks.	Cement.		Blacksmith & wheelwright work.	Sewer-pipe.		Hardware & tools.	Material—bricks, gravel, lumber, &c.	Special labor.	Repairs.	Total.	Remarks.
		No. of barrels.	Cost of.		No. of feet.	Cost of.						
Adams street.....	Uniontown			\$1 40			\$104 22	\$312 25	\$3 50		\$3 50	Repairing profile.
Anacostia road.....	Between Good Hope road and District of Columbia line								9 00		7,443 50	
Brenning's road.....	Between city and District of Columbia line							783 52		\$1,918 36	4,980 82	
Brown avenue.....	Barry Farm							4 50	10 00		626 12	
Brown road.....	Good Hope and District of Columbia line			8 47	73	\$65 84	2 60		25 40		3,692 12	
Brentwood road.....	Between city and District of Columbia line				36	46 80		28 00	41 03		907 63	
Central avenue.....	Between Brenning's road and District of Columbia line										1,143 33	
Do.....	Metropolis View										2,380 00	
Columbia turnpike.....	Between city and District of Columbia line				195	266 40		14 50	890 70	1,000 20	45,993 96	
Edmore street.....	Uniontown								44 00		2,178 86	
Gale avenue.....	Keating's division								4 00		4 00	
Giesborough road.....	Between Nichols avenue and District of Columbia line									75 62	75 62	
Good Hope road.....	Between river and Naylor road										803 25	
Hamilton road.....	Between Naylor road and Giesborough road	1	\$1 75		54	30 78		150 23	38 00	617 02	1,563 00	Repairing profile.
Harmon street.....	Uniontown								13 50	546 45	12 50	
Howard avenue.....	Barry Farm				34	29 52			7 50		1,563 17	
Jackson street.....	do								25 50		283 90	
Jefferson street.....	Keating's division								6 00		220 50	Repairing profile.
Kenting avenue.....	Between Hamilton road and Nichols avenue				45	58 50			21 00		6 00	
Kelly road.....	Between city and Bunker Hill road	1	1 75						372 99		81 25	
Lincoln avenue.....	Between Lincolnville and Central avenue								8 00		9,448 93	Repairing profile.
Lincolnville road.....	Between Giesborough road and District of Columbia line	4	7 00	2 40	221	245 78		2 00		1,641 96	8 00	Making survey.
Livingston Mill road.....	Uniontown										4,528 54	
Madison street.....	do										6 00	Repairing profile.
Monroe street.....	Between river and District of Columbia line								6 00		17 50	
Naylor road.....	Between Good Hope road and Giesborough road									202 24	10,703 05	
Nichols avenue.....	Uniontown								31 00		36 00	
Pierce street.....	Barry Farm									729 50	737 36	
Pomeroy avenue.....	Uniontown											
Polk street.....	Road between Bunker Hill road and Columbia turnpike road	6	10 50		37	46 44		67 50		100 00	2,935 16	
Queen's Chapel.....	Uniontown											
Ittidge road.....	Between Anacostia road and Bowen road				51	77 52			17 00		1,017 00	
Rever street.....	Uniontown											
Seaton street.....	Barry Farm										104 00	

Statement of work performed and material consumed on roads and streets in the first legislative district, Washington County, D. C., &c.—Continued.

Name of road.	Remarks.	Grading.		Graveling.		Stone-masonry.		Brick.		Gutters.		Lime.	
		Cub. yds.	Cost of.	Sq. yds.	Cost of.	No. of yards.	Cost of.	No. of.	Cost of.	No. of yards.	Cost of.	No. of barrels.	Cost of.
Sheridan avenue	Barry Farm	4,532	\$1,365 60	13,911 33	\$2,731 70	23 91	\$167 30						
Sheriff road	Barry Farm	2,663	1,138 90	3,862	679 30								
Stanton avenue	Between Sheridan avenue and Hamilton road	2,382	2,314 60	17,375	2,636 25	3 57	25 00						
Stanton road	Barry Farm	5,466 93	1,640 68			36	366 00						
Sumner avenue	Uniontown												
Taylor street	do	446	133 60										
Washington street	Between Hamilton road and District of Colum-	2,504	751 20			118 33	828 33						
Wheeler road	bia link												
Total		164,938 70	57,178 86	103,033 66	41,727 76	1,094 60	7,646 88	26,168	\$528 76	1,643	\$995 28	11	\$12 10

Statement of work performed and material consumed on roads and streets in the first legislative district, Washington County, D. C., &c.—Continued.

Name of road.	Remarks.	Cement.		Blacksmith & wheelwright work.	Sewer-pipe.		Hardware & tools.	Material— gravel, lime, bet., &c.	Special labor.	Repairs.	Total.	Remarks.
		No. of barrels	Cost of.		No. of feet.	Cost of.						
Sheridan avenue	Barry Farm.				48	\$132 00		\$146 21	\$25 00	\$30 00	\$4,597 81	
Sheriff road	Barry Farm.							10 00			2,048 20	
Stanton avenue	Between Sheridan avenue and Hamilton road.							123 11			5,323 96	
Stanton road	Barry Farm.				66	100 32			18 00	25 00	2,025 00	
Summer avenue	Uniontown							4 30		332 70	337 20	
Taylor street	do								3 50		3 50	Repairing profile.
Washington street	Between Hamilton road and District of Colum-								5 50		139 30	
Wheeler road	bia line.				30	45 00		107 70	14 00		1,746 83	No reports in 1871.
Total		12	\$21 00	\$12 27	875	1,265 30	\$106 83	1,761 88	1,677 61	7,236 53	120,111 23	

Statement of work performed and material consumed on roads and streets in the second legislative district, Washington County, D. C., &c.—Continued.

Name of road.	Remarks.	Comment. No. of bbls.	Blacksmith & wheelwright bills.	Sewer-pipe. No. of feet.	Hardware & tools.	Material— Gravel, lum- ber, &c.	Special labor, cost of.	Repairs, cost of.	Total.	Remarks.
Alley	Between Trumbull and Pomroy streets								\$123 04	No repairs on this road in 1871.
Bates road	Between Rock Creek Church road and Sargent road			24	\$29 32			\$250 00	307 52	Do.
Belt road	Between Georgetown turnpike and District of Columbia line.							\$6 00	256 00	
Blair road	Between District of Columbia line and Rock Creek Church road.			51	64 61			58 19	352 85	
Blugden's Mill road	Between Broad Branch road and Fourteenth-street road.							12 00	685 50	
Boundary and Silver Spring Railroad, Broad Branch road	Between Shoemaker's Mill and District of Columbia line.		\$2 50			\$60 40		34 00	34 00	Giving level and grade for railroad.
Brown street	Brown's subdivision, Mount Pleasant.							8 00	415 75	
Bunker Hill road	Between Lincoln avenue and District of Columbia line.			105	128 40			1 00	688 06	
Canal road	Between Georgetown and Chain Bridge.					\$0 70	1 00	39 50	41 20	Improvements in progress.
Centre street	S. P. Brown's subdivision.							2 00	764 22	
Chapin street	Columbia College division.			63	153 30			138 62	313 92	84-inch pipe culvert.
Chapel road	Between Grant road and Broad Branch road.							200 00	500 00	
College street	Howard University.							2 00	2 00	Repairing profile.
Columbia road	Between Boundary street and Fourteenth-street road.			27	33 31			2 00	434 12	
Daniels road	Between military road and District of Columbia line.			135	205 20			73 00	2, 098 04	In progress of construction.
Fourth-and-a-half street	Howard University division.							4 00	26 48	
Grant avenue	Between city and Seventh-street road.							60 50	60 50	Repairing bridge.
Glendon road	Piney Branch road and Rock Creek Church road.	1	\$1 75	54	70 20			36 45	1, 236 89	
Grant road	Georgetown turnpike and military road.								260 83	
Harewood road	Rock Creek Church road and Lincoln avenue.			51	62 70			2 00	155 40	
Howard avenue	S. P. Brown's subdivision.								243 10	
Linnean Hill road	Piney Branch road and Rock Creek.			54	58 20			31 00	150 43	
Loughborough road	Ridge road and Georgetown turnpike.	10	17 50					30 00	697 20	
Murdock road	Georgetown turnpike and District of Columbia line.							100 00	2, 578 57	No repairs in 1871.
New Cut road	Georgetown and Canal road.		4 20					16 00	16 00	
								682 13	6, 501 61	

Statement of work performed and material consumed on roads and streets in the second legislative district, Washington County, D. C., &c.—(Continued).

Name of road.	Remarks.	Graveling.		Graveling.		Stone-masonry.		Brick.	Gutters.	Lime.
		No. of yards.	Cost of.	No. of yards.	Cost of.	No. of yards.	Cost of.	No. of.	Cost of.	No. of barrels.
Nineteenth-st. extension	City and Columbia road.	9,639								
Oak avenue	S. P. Brown's subdivision road	799.06	\$239.72	406.66	\$69.99	4	\$28.00			
Queen's Chapel road	Between District of Columbia line and Bunker Hill.									
Old Piney Branch road	Columbia road and Piney Branch road.	5,121.63	1,536.49							
Pierce's Mill road	Broad Branch road and Georgetown turnpike.	5,191.96	1,538.76	19,341.36	2,751.19	114.50	4.58			1
Piney-Branch road	City and Blair road									\$1 10
Riggs road	Rock Creek Church road and District of Columbia line.									
River road	Between Tenallytown and District of Columbia line.									
Rock Creek bridge	At Shoemaker's Mill.					550	4,400.00			
Rock Church road	Piney Branch road and Blair road	370.66	111.50	6,692	1,035.00	10	70.00			
Rock Creek Ford road	Broad Branch road and Piney Branch road.	1,000	300.00			14.73	103.10			
Sandy Spring road	Blair road and District of Columbia line	1,916.50	574.93							2
Sargent road	Bunker Hill road and District of Columbia line.									2 90
Seventh-street road	City boundary and Dist. of Columbia line.	150,489	72,147.35	80,663	15,834.48	1,945.71	14,337.63	60,700	\$973.20	310
Shepherd road	Between Seventh-street road and Rock Creek church road.	222	66.60	506	75.90	12	84.00	9,282	\$1,721.70	2 20
Sherman avenue	Between Grant avenue and Rock Creek Church road.									
Sixth street	Howard University division									
Sixteenth-st. extension	Meridian Hill division	26,822.50	5,364.51			201.38	1,409.66	15,419	309.38	
Stoughton street	do					4	11.00			2
Sumner street	Howard University division.	666.60	192.98							2 20
Swart road	Between Broad Branch and Rock Creek Ford road.									
Tenallytown road	Connecting with Grant road									
Tenth-street	Howard University division	280	84.00	1,493	223.05			3801	176.36	
Wilcox street	do									
Worsey road	Columbia road and Georgetown turnpike	35,167.23	10,550.17			24	168.00	5,000	60.00	
Worsey street	Howard University division.	379	283.70							
Mount Pleasant street	Brown and Wright's subdivision									
Wright street	Wright's subdivision, part of Mount Pleasant									
Total		266,135.55	101,945.64	129,763.80	23,883.77	3,012.63	21,830.34	81,119.1	341.58	10,519.05
										332 409.50

Statement of work performed and material consumed on roads and streets in the second legislative district, Washington County, D. C., &c.—Continued.

Name of road.	Remarks.	Cement.		Blacksmith & wheelwright bills.	Sewer-pipe.		Hardware & tools.	Material—bricks, gravel, &c.	Special labor.	Repairing cost.	Total.	Remarks.
		No. of bbls.	Cost of.		No. of feet.	Cost of.						
Nineteenth-st. extension	City and Columbia road								\$50 50	\$52 62	\$103 12	In progress of construction.
Oak avenue	S. P. Brown's subdivision road										\$121 66	
Queen's Chapel road	Between District of Columbia line and Bunker Hill.				27	\$41 04						
Old Piny Branch road	Columbia road and Piny Branch road.									223 75	223 75	
Pierce's Mill road	Broad Branch road and Georgetown turnpike.									1,600 99	1,600 99	
Piny Branch road	City and Blair road	5	\$3 50		60	78 00				150 00	5,000 55	
Leggs road	Rock Creek Church road and District of Columbia line.							\$32 40	8 00	116 00	156 40	Repairing road and bridge.
River road	Between Tennallytown and District of Columbia line.									150 00	150 00	
Rock Creek bridge.	At Shoemaker's Mill.							3,475 00			7,875 00	Progressing.
Rock Creek Church road	Piny Branch road and Blair road				108	134 72		77 85	51 50	175 00	1,655 27	
Rock Creek Ford road.	Broad Branch road and Piny Branch road.				108	103 62			10 00	250 00	772 72	
Sandy Spring road.	Blair road and District of Columbia line	2	3 50		66	62 94			17 12	103 75	608 05	
Sargeant road	City boundary and Dist. of Columbia line.								8,711 97	198 50	153,806 63	No repairs in 1871.
Seventh-street road	Rock Creek Church road and Rock Creek Church road.	370	647 50	\$2,332 21	360	436 10	\$5 50	33,044 19	8 00	225 00	532 01	Nearly completed.
Shepherd road	Between Broad avenue and Rock Creek Church road.	1	1 75		72	88 50				435 62	435 62	Do.
Sherman avenue	Howard University division								2 00	3 00	5 00	Repairing bridge and road.
Sixth street	Meridian Hill division.								2 00	3 00	5 00	Repairing profile.
Sixteenth-st. extension	do.								2 00	3 00	5 00	
Stoughton street	Howard University division	2	3 50		63	153 30		1 00	62 21	923 24	923 24	
Summer street	Between Broad avenue and Rock Creek Church road.							77 50	303 50	581 21	581 21	
Swart road	do.								6 00	419 40	425 40	
Tennallytown road	Connecting with Grant road									50 00	50 00	
Trimball street	Howard University division								23 90	3 00	507 31	Repairing profile.
Wilson street	do.									3 00	3 00	
Woodley road	Columbia road and Georgetown turnpike				100	132 00	203 30	85 12	21 00		11,245 35	Not entirely comp'd.
Pennery street	Howard University division								14 00		277 70	
Mount Pleasant street	Brown and Wright's subdivision				45	25 62					25 62	
Wright street	Wright's subdivision, part of Mount Pleasant.									30 25	30 25	
Total		386	679 00	\$2,328 91	1,582 4	652 50	215 50	37,415 90	10,182 01	7,303 34	214,340 24	

This amount has been paid on my estimate. (See estimate.)

Recapitulation of work performed by the Board of Public Works in the first legislative district, from June 1, 1871, to October 31, 1872, inclusive.

Work and material.	Amount.	Cost.
Grading, cubic yards	1 64, 938. 66	\$57, 178 88
Graveling, square yards	1 63, 033. 66	41, 727 76
Masonry, cubic yards	1, 094. 66	7, 646 88
Brick, M	26, 168	528 76
Gutters, square yards	1, 843	995 22
Lime, barrels	11	12 10
Cement, barrels	12	21 00
Blacksmithing, bill		12 27
Sewer-pipe, feet	875	1, 205 50
Hardware and tools, bill		106 82
Material, bill		1, 761 88
Special labor		1, 677 61
Repairs		7, 236 55
Total		120, 111 23
Number of streets and roads, 42.		
For improvements		73, 784 00
For repairs		46, 327 23

Recapitulation of work performed by the Board of Public Works in the second legislative district, from June 1, 1871, to October 31, 1872.

Work and material.	Amount.	Cost.
Grading, cubic yards	266, 135. 55	\$101, 945 64
Graveling, square yards	129, 783. 80	23, 383 77
Stone-masonry, cubic yards	3, 012. 62	21, 830 38
Brick, M	81, 119	1, 341 58
Gutters, square yards	10, 519. 05	5, 402 06
Lime, barrels	322	409 50
Cement, barrels	388	679 00
Blacksmithing, bills		2, 338 91
Sewer-pipe, feet	1, 582	2, 092 59
Hardware		215 50
Material		37, 215 90
Special labor		10, 182 09
Repairs		7, 303 32
Total		214, 340 24
Number of streets and roads, 54.		
For improvements		185, 482 07
For repairs		28, 858 17

Recapitulation of cost of improvements and repairs in the county.

Work and material.	Amount.	Cost.
Brick, M	107, 287	\$1, 870 34
Blacksmithing, bills		2, 351 18
Cement, barrels	400	700 00
Grading, cubic yards	431, 074. 21	159, 124 52
Graveling, square yards	292, 817. 46	65, 111 53
Gutters, square yards	12, 362. 21	6, 397 28
Hardware and tools, bills		322 32
Lime, barrels	333	421 60
Special labor		11, 859 70
Masonry, cubic yards	4, 107. 28	29, 477 26
Materials, bills		38, 977 78
Repairs, bills		14, 539 87
Sewer-pipe, feet	2, 457	3, 298 09
Total		334, 451 47
Total number of streets and roads, 96.		
For improvements		259, 266 07
For repairs		75, 185 40
		334, 451 47

Statement of expenditures on account of streets.

Location.	To whom paid.	Material.			Gutter- flag.	Grading.	Hauling.	Prices.	Total cost.	Paid for.		Total cost.
		Brick laid.	Cobble stone.							Auditor's cer- tificate.	Due con- tractor.	
			Old, sq. yds.	New, sq. yds.	No.								Amount.
Alley, square 221, between Penn- sylvania avenue and H street north.	Thomas Joyce	68	1,284	\$0 25	\$17 00	3,038	\$500 00	\$1,045 36
		16-inch	55	706 20
	50	288 25	
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Statement of expenditures on account of sewers.

Location.	To whom paid.	Number linear feet.	Size of tile, inches.	Price per linear foot.	Connections.			Man-holes.			Traps and receiving-basins.		Excavation.		Total cost.	Paid for.			Total cost.
					Dimensions.	Number of feet.	Price per foot.	Number.	Depth, feet.	Price.	Number.	Price.	Cubic yards.	Price.		Auditor's certificate.		Due contract or.	
Seventeenth street west, from New York av. to M st. north.	John Chapman, altering man-holes, John Chapman, labor and repairs, Beckett & Williams.	1,975	12	\$0 88											\$30 00	pt. 1145	\$30 00		
		30	18	1 63											296 94	pt. 1146	296 94		
		21	6	0 36											3052	3052	100 00		
					12 x 6	246	\$1 38								7 56	3351	500 00		
								18	93	\$32 80	2	\$114 58			339 48				
One alley drop.	Evans Concrete Co.														950 40				
															293 16				
															71 25				
		948	12	88											1,279 00		4,663 45	\$357 45	
					13 x 6	63	1 38								658 24				
Total					13 x 12	3	1 60	6	11	63 36					58 94				
															4 80				
															380 16				
															280 00				
															578 1 50			1,677 11	2,034 59
															2,277 14		5,232 94		\$7,267 53

Statement of expenditures on account of sewers.

Location.	Number of linear feet.	Size of tile, inches.	Price per linear foot.	Connections.		Man-holes.		Traps and receiving-basins.		Excavations.		Total cost.	Paid for.	Total cost.
				Dimensions.	Number of feet.	Price per foot.	Number.	Depth, feet.	Price.	Number.	Price, cents.				Cubic yards.
Sixteenth street west, from H street north to Boundary—William Fletcher	53	10	\$0 88											
	3,496	12	88									\$46 64		
	936	15	1 33									3,076 48		
	5	12	2 03									1,244 88		
				12 by 6	381	\$1 38						525 78		
Chase pattern Three alley-drops William Fletcher				15 by 6	69	1 80	34	104	\$63 36			124 20		
										10	\$114 38	2,154 24		
											71 25	1,145 80		
												213 75		
		5,761 1	12	88								2,984 00	\$11,525 92	
Chase pattern	1,566	15	1 33									5,070 12		
				12 by 6	555	1 38						2,082 78		
		15 by 6	54	1 80								765 90		
		15 by 12	87	2 10	61	104	63 36					182 70		
												97 30		
Chase pattern												3,864 06		
										11	114 58	1,260 38		
												12,273 40	\$20,759 16	
Total	11,817				1,146		95			21		19,733	29,759 16	\$20,759 16

Statement of expenditures on account of streets.

Location.	To whom paid.	Material.		Curb and setting.		Curb and resetting.		Pavement laid.	Prices.	Total cost.	Paid for.			Total cost.	
			Brick laid.		New.	Old.	Auditor's certificate.				Materials furnished by board.	Due contractor.			
			Sq. yds.	Old.			No.						Amount.		
Market space, from Seventh to Ninth street.	Lewis Clephane.....	Sq. yds. 138	Sq. yds. 341	Lin. ft. 109½				Sq. yds. 2,353½	Dolla. 80	Dolla. 110 40	Dolla. 448	Dolla. 6,000 00	Dolla. 39 00	Dolla. 7,507 25	
	5-inch								25	85 25	442	1,461 35			
	5-inch								92	100 74					
	5-inch								25	134 63					
	Stowe								3 00	7,060 00					
									1 50	7 47			39 00	6 90	
	Difference in cost on 4,968 bricks. Hauling curb.									8 76					7,507 25
	Total	138	341	109½			538½	2,353½				7,461 35	39 00	6 90	7,507 25

Total cost..... \$7,507 95

Add 5 per cent. for general expenses..... 375 36

7,882 61

Charge:

The United States, (not appropriated)..... \$932 91

The general fund, two-thirds net expenditures..... 4,322 17

The property-holders, one-third net expenditures..... 2,627 53

Being at \$4.35 26-100 per front foot.

7,882 1

The squares assessed are:

Square No. 408.....

Square No. 432.....

175 feet.

214 feet 4 inches.

Front feet assessable..... 380 feet 4 inches, at \$4.35 26-100 per front foot.

Statement of expenditures on account of sewers.

Location.	To whom paid.	Number of linear feet.	Size of tile.	Price per linear foot.	Connections.			Man-holes.		Excavation.		Total cost.	Paid for.			Total cost.
					Dimensions.	Number of feet.	Price per foot.	Number.	Depth, feet.	Price.	Cubic yards.		Price.	Auditor's cer- tificate.	Amount.		Due contractor.
Fifteenth street west, from New York avenue to K, north.	D. Hannan, repairs of water-service covers. R. M. Johnson, trap- covers. Emmart Dunbar & Co.	353	15-inch	\$1 33								\$14 20	74	2023	\$14 20	
												27 25	3192	27 25	27 25	
												\$469 49	161	600 00	600 00	
		193	12-inch	88	15x6	21	\$1 80					169 84	21	237 50	237 50	
								3	12	\$65 50		37 80	22	72 48	72 48	
Three alley-drops and grates.												196 50	587	57 92	\$432 68	
												213 75				
											783	\$0 40	313 20			1,400 58
		546				21		3				1,442 03		1,009 35	432 68	\$1,442 03

Expenditures on account of repairs.

[illegible]

Statement of expenditures on account of sewers.

Location.	To whom paid.	Material.	Number of linear feet.	Size of tile.	Price per linear foot.	Man-holes.		Traps and receiving-basins.		Total cost.	Paid for.		Total cost.												
						Number.	Depth.	Price.	Number.		Price.	No.		Amount.											
F street north, from Seventeenth to Twenty-third st. west.	J. V. W. Vandenberg.	Scotch tile	138	12	\$2	10	Rebuilt	\$30	2	\$276 00	131	\$1,014 00													
														2	\$149 00	2	240 00	1003	1,143 40						
Total	Removing 72 trees	Scotch tile	39	12	2	5	Rebuilt	20	3	447 00			\$2,157 40												
														177											

Statement of expenditures on account of streets.

[illegible]

hauling curb	6 in	1,463	124	130	2,033 57	144	1,958 30
	6 in	205		230	284 17		
	5 in	810		92	188 60		
				90	720 00		
				25	31 75		
				30	68 10		
				40	4,567 20		
				50	5,072 80		
				2	042 56		
hauling					17,398 84		1,471 29
A. Gleason, temporary foot-ways					77 76		
J. V. W. Vandenburg, extra hauling				60	2,192 40		
					328 80		
					2,321 36		
					20 00		
J. Chapman, labor					84 00		
M. J. Laughlin, resetting curb					314 73		
D. Hannan, repairing water-services							
J. V. W. Vandenburg, low ring water-mains					1,958 30		
Total		5,738 1,293	5,962 5-12 127	227 48 7-12 48	062 12 917 11, 295 237 237 361 86	58,568 12	58,677 84 4,484 80 25,405 48 \$86,568 12

Total cost of street.....\$88,568 12
Total cost of sewer.....2,137 40

The squares assessed are—
Square No. 80, feet 598 inches 4
Square No. 81, feet 528 inches 2
Square No. 103, feet 307 inches 6
Square No. 104, feet 407 inches 6
Square No. 121, feet 311 inches 8
Square No. 122, feet 211 inches 8
Square No. 142, feet 402 inches 1
Square No. 143, feet 402 inches 1
Square No. 168, feet 323 inches 10
Square No. 170, feet 538 inches 11

Total feet 4,167, inches 94
front feet assessable, equal to \$7.62 per foot.

Add 5 per cent., general expenses

Charge:

The United States

The intersections of different streets

General fund, two-thirds net expenditure

The property holders, one-third net expenditure

Charge: Expenditure for coping, walls, &c.

General fund, two-thirds expenditure

Property holders, one-third expenditure

90,725 52
4,171 48
94,897 00
\$2,334 00
4,361 90
58,460 74
25,200 36
94,697 00
27,045 25
\$19,030 18
9,015 07 27,045 25

The squares assessed are :	Square No.	Feet. in.		Total cost of streets.....	\$30,847 11
				Total cost of sewer.....	1,801 66

Statement of expenditures on account of sewers.

Location.	To whom paid.	Material.	Number of linear feet.	Size of tile.	Price per linear foot.	Connections.		Man-holes.		Traps and receiving-basins.		Excavation.		Total cost.	Paid for.		Total cost.	
						Dimensions.	Number of feet.	Price per foot.	Number.	Depth, feet.	Price.	Cubic yards.	Price.		Amount.	Auditor's certificate.		Die contractor.
East Capitol st., from First to Eleventh st. east.	A. Campbell, material	Tile	7,603 12	\$0 88										\$32 48	1111	\$32 48		
			150 15	1 33										\$6,680 64	1011	1,000 00		
															212 80	478	2,000 00	
															1,375 12	1057	4,500 00	
															134 40	1847	3,518 63	
															12 60	3033	5,000 00	
															5,100 48	3197	517 75	
															2,762 52			
															400 00			
															7,981 00			
												108 00	23,977 86					
																\$7,441 48		
			7,763				1,014		69		21			24,010 34		16,568 86	7,441 48	\$24,010 34

Expenditures on account of streets.

Location.	Contractors.		Materials.		Crossings, flagging.	Curb and setting.	Grading.	Pavement laid.	Superintendent's pay.	Sewer and water services.	Miscellaneous.	Quantities, feet.	Prices.	Total cost.	Paid for.		Total payments and costs.				
	New, sq. yards.	Old, sq. yards.	Curb, stone.	Brick laid.											Yards.	Yards.		Amount.	Auditor's certificate.	Number.	Part of
Seventh street, southwest, from B street south to the Potomac River.	George W. Linville.....						22, 140	22, 140		\$1, 866 75	\$24 25			\$1, 866 75							
														\$3 10 68	907						
														70 15	340						
														256 20	352						
														55	274						
J. A. Stevenson T. Linsey A. Gleason														10	385						
														217 68	748						
														66 12	485						
														20	801						
														84, 865 70	930						
J. A. Stevenson T. Linsey A. Gleason									\$577 00	414 00				577 00	908						
														2, 452 00	4						
														1, 017 25	233						
														85 25	533						
														2, 028 60	533						
J. A. Stevenson T. Linsey A. Gleason														87	69 00						
														604 16	137						
														331 02	259						
														387	78 00						
														593	78 00						
J. A. Stevenson T. Linsey A. Gleason														534	78 00						
														1035	81 00						
														414 00	2287						
														2, 500 00	499						
														3, 000 00	941						
J. A. Stevenson T. Linsey A. Gleason														496	1, 000 00						
														1, 702 78	94, 950 48						
														95, 103 73	94, 950 48	133 25	\$95, 103 73				

Extra labor.

1 Wood.

8 half.

Difference in cost of 110,240 brick, at \$4.

Difference in cost of 110,240 brick, at \$1.

80 barf.

1 Wood.

Extra labor.

Total cost of street	\$95,103 73
Deduct sewer and water services	2,280 73
Total cost of sewers	\$92,823 04
	64,760 36
Total cost	137,583 34
Add 5 per cent. for general expenses	7,879 16
	145,462 50

Deduct:

Chargeable to the United States	\$11,716 14
Chargeable to the District of Columbia, (front of square 472)	6,130 65
Chargeable to the Washington and Georgetown Railway Company	7,068 00

24,914 79

140,547 71

93,698 46

Charge two-thirds to general fund
Charge one-third to property-holders, being \$8.74 41-100 per foot46,849 23
140,547 71

No.	Feet, in.
433	350 2
434	306 3 1/2
435	486 0
436	954 0
437	975 4
438	974 8
439	974 8
S. of 439	935 0
462	305 2
464	173 5
465	425 0
466	974 4
467	955 4
468	274 8
469	974 8
470	935 0
W. 471	935 0
471	935 0
472	314 3

Total frontage assessable 5,357 91 feet, which, divided into one-third of \$140,547.71, is \$46.849.23, and equals \$8.74 41-100 per front foot.

Statement of expenditures on account of sewers.

Name of contractor.	Location.	Material.	No. of linear feet.	Size of tile, inches.	Price per lin. foot.	Connections.			Man-holes.			Traps and receiving basins.		Excavations.		Total cost.	Paid for.			Total cost and pay-ments.
						Dime-n-sions.	No. of feet.	Price per foot.	No.	Depth.	Price.	No.	Price.	Cubic yards.	Price, cts.		Auditor's certificate.		Material furnished.	
																	No. Amount.			
J. V. W. Vandenberg.	New York avenue be-tween Ninth and Fif-teenth streets.	Scotch tile	123	6 & 8	43											\$52 89		475	\$2,800 09	
		Scotch tile	1,116	12	88											982 04		1453	668 47	\$712 20
		Scotch tile	21	18	1 62											34 02		971	2,095 85	
					6 x 12	105	\$1 38									144 90		502	230 75	
					12 x 12	24	1 60									4 00		2453	43 25	
J. V. W. Vandenberg.	Excavating and remov-ing 15 trees.					12 x 12	3	2 50							8 40		2467	32 75		
						12 x 12	3	2 50							840 00		2407	3 00		
									12		\$70 00				733 50		2524	34 13		
															1,834 40		1037	603 26		
															105 00		2535	890 15		
J. V. W. Vandenberg	Extra labor, material, on cesspools, traps.														280 00					
															283 47					
B. Hutchins	Removing 13 trees and roots.	Scotch tile	1,156	12	88											1,017 35			*668 47	
		Scotch tile	108	6	43											46 44				
			2	12	88											1 76				
					6 x 12	108	1 38									148 04				
						12	10 5-12	65 38								784 56				
B. Hutchins, extra	Cutting off and brick-laying up old culvert.														808 90					
															2,022 40					
																130 00				
																100 75				
W. H. Chase, Emmart, Dunbar & Co, Do. extra	Pay-rolls, (sup't sewer)																			
		Scotch tile	63	12	88															
			129	15	1 33															
W. H. Chase, Emmart, Do. extra	1 alley-drop and gate.																			

G. W. Goodall	2,714	21-4	4	4,001 1/2	8,173 90	7,461 70	712 20	8,173 90
H. transdrone								
Material for setting do								

* The disallowance of \$66.06 by the auditor is taken from the proper item in this statement.
 † The disallowance of \$63 by the auditor is taken from the proper item in this statement.

The squares assessed are: No.	222	Feet.	In.	front feet.	405	3	Total cost of street	\$113,987 94
223	223	do.	405	2			Total cost of sewer	8,173 90
224	224	do.	405	2			Total cost	191,471 84
225	225	do.	172	6			Deduct, chargeable—	
226	226	do.	357	4			To the United States:	
227	227	do.	357	6			To street intersection and reservation, Gurley's church	
228	228	do.	362	6			Reservation between Eleventh and Twelfth streets	\$17,210 65
229	229	do.	138	10			Reservation between Tenth and Eleventh streets	
230	230	do.	128	1			To square 287, front of Thirteenth street	100 00
231	231	do.	128	1			To Thirteenth street	1,270 40
232	232	do.	401	7			To Twelfth street	665 60
233	233	do.	536	3			To Eleventh street	1,964 80
Total frontage assessable.....							3,280	25,443 65
which, divided into one-third of \$100, \$32.61, is \$33,600.87, and equals \$10 24-69 per front foot.								
Add 5 per cent. for general expenses.....								96,088 19
Grand total.....								4,801 42
								100,829 61

Statement of expenditures on account of streets.

[illegible]

Statement of expenditures on account of streets—Continued.

The squares assessed are square		Feet In.
183	541 4	
184	300	
185	398 3	
186	384 10	
187	308 6	
188	384 10	
189	316 6	
190	397 7	
191	300	
192	243 3	
Total front feet		3, 575 1, equal to \$8.30 569-1000 per front foot.
The squares assessed are square		Feet In.
174	264 5	
175	320	
176	450	
North of		177 574 11
178	435	
179	205	
180	405	
181	270	
South of		188 137 9
189	308	
190	430 6	
191	435	
192	435	
193	398	
194	435	
195	430 6	
Total front feet		6, 094 1, equal to \$8.35 646-1000 per front foot.

Total cost of street.....	\$212, 140 46
Total cost of sewer.....	20, 730 16
<hr/>	
Assessment from H to N : Expenditure.....	94, 189 85
Add intersection I street.....	1, 068 00
Add one-third intersection K street.....	4, 473 60
Add 5 per cent. general expenses.....	4, 752 35
Charge L street.....	306 00
Charge M street.....	377 40
Charge general fund two-thirds net expense.....	66, 532 93
Charge property holders one-third net expense, being at the rate of \$9.30 569-1000 per front foot.....	33, 266 47
<hr/>	
Assessment from N to Boundary : Expenditure.....	147, 709 77
Add 5 per cent. general expenses.....	7, 197 87
<hr/>	
Charge O street.....	306 00
Charge P street.....	187 00
Charge Samson street.....	272 00
Charge Q street.....	306 00
Charge Madison street.....	292 00
Charge R street.....	306 00
Charge S street.....	306 00
Charge T street.....	625 00
Charge U street.....	404 60
Charge V street.....	306 00
Charge New Hampshire avenue.....	306 00
Charge general fund two-thirds net expense.....	472 60
Charge property holders one-third net expense, being at the rate of \$8.35 646-1000 per front foot.....	100, 769 63
<hr/>	
	50, 384 81

	\$241, 869 62
	<hr/>
	100, 462 20
	<hr/>
	100, 462 80
	<hr/>
	134, 907 64
	<hr/>
	134, 907 64

Statement of expenditures on account of streets.

Location.	To whom paid.	Material.			Crossing-laid.	Curb and setting.		Granite circular curb and setting.	Grading.	Hauling.	Pavement laid.	Superintendence.		Price.		Total cost.	Auditor's certificate.		Paid for.	Due contractor.
		Brick laid, new.	Brick on edge.	Cobble - stone, new.		Lin. ft.	Lin. ft.					S. yds.	Dolla.	Dolla.	Dolla.		Number.	Amount.		
East Capitol street, from First to Eleventh street east.	Superintendence											622 17	1003			622 17		249 00		
	Line-boy											8 33	1020			8 33		18 00		
	Plats.											11 80	1064			11 80		20 00		
	Fletcher & Ryan.					2,618.6						0 30	785 53			785 53		1335	10 00	906 03
												25	1320 50			1320 50		24 00	16 00	
																987 84	1765			
R. Rothwell, dres g curb. Fletcher & Ryan— Taking up Do Do Do Do Do				6,455								15	904 23			904 23		2 92		
						3,632						6	219 12			219 12		11 00		
						4,642.7						1 5	319 95			319 95		249 00		
												1 42	6,592 47			6,592 47		6 25		
												25	696 56			696 56		5 00		
												7	342 51			342 51		3 33		
						4,803						30	1,467 80			1,467 80		5 40		
												6	150 28			150 28		2963	6 00	
												7	270 18			270 18		1741	906 03	
												40	2,910 00			2,910 00		2027	987 84	
												30	1,257 50			1,257 50		1741	1,888 86	
												7 5	193 33			193 33		9637	9,094 33 5	100 00
W. Rothwell— Repair water service's Loose water main John O. Evans, (Ballard) John Barry, laying and lowering water main. Walsh & Gleason												15 3	1,349 76			1,349 76		2922	286 91	
																371 40		3179	622 74	
																69 60	17,084 92	2968	35,000 00	
																895 69	3074	10,000 00		
																1,695 24	3214	35,000 00	1,695 24	
																93,100 00	3334	13,100 00		
																1,506 11	3692	1,000 00		
																9 376 00		3379	506 11	
																1 60	1,449 60		2804	2,500 00
																1 42	12,401 30		3094	5,000 00
																2 05	218 62		3152	6,000 00
																30	9,711 00		3153	4,000 00
																15	4,270 50			
																32 470				

Difference between board price and cost on 4-ft. 153 brick.	11,750	906	6,455	21,300	21,169	7,499	253	43,470	50,772	736,000	42	30	1,917	848	30,914	53	22,474	93
A. Rothwell, dress'g curb.																		
Total	11,750	906	6,455	21,300	21,169	7,499	253	43,470	50,772	736,000	42	30	1,917	848	30,914	53	22,474	93

Total cost, \$156,659 73.

The squares measured are—

Square	Feet.	Inches.
729	575	5
760	329	5 1/2
767	314	5
728	577	6
730	329	5
730	314	5
786	210	2
816	210	2
840	210	2
868	545	9
897	248	2
817	210	2
841	210	2
869	515	9
898	248	2
920	248	2
943	231	9
967	231	9
919	248	2
941	231	9
968	231	9
Total front feet	6,291	7 1/2, equal to \$9.24 8x8-1000 per front foot.

Total cost of street	\$156,659 73
Total cost of sewer	24,010 34
Total	180,650 07
Add 5 per cent. on \$166,969.07	8,313 45
Total cost	189,163 52
Charge:	
Second street east, intersection	\$1,365 20
Third street east, intersection	1,564 50
Fourth street east, intersection	1,562 00
Fifth street east, intersection	1,834 00
Sixth street east, intersection	1,562 00
Seventh street east, intersection	1,564 50
Eighth street east, intersection	1,834 00
Ninth street east, intersection	1,564 50
Tenth street east, intersection	1,470 00
General fund, two-thirds net expense	116,388 35
Property-holders, one-third net expense	58,194 17
Being at the rate of \$9.24 8x8-1000 per front foot.	189,163 52

Statement of expenditures on account of streets.

Location.	To whom paid.	Material		Curb and setting.		Grading.	Pavement laid.		Trees.	Tree-boxes.	Superintendence.	Water and sewer service.	Prices.	Total cost.	Paid for.				Total cost.						
		Brick laid.		Curb and setting.	New.		Lin. ft.	S. yds.							C. yds.	Sq. yds.	No.	Amount.		Auditor's certificate.	Material furnished by board.	Due con-tractor.	Dolla.	Dolla.	Dolla.
		New.	Old.																							New.
Twelfth street, from Penn- sylvania ave. to 8 th at north.	Henry Will, superintendent.																								
	H. Hile & Co.																								
	Bodine, Whitcomb & Co.																								
	F. H. Finley	2,961	942																						
	6-inch			1,405 4.12																					
	8-inch			17 1.24																					
	Difference in price of brick 106,596																								
	T. W. Hilleary																								
	C. H. Pettit																								
	L. S. Filbert																								
	D. Keppel																								
	B. Taylor — whitewashing tree-boxes.																								
	F. H. Finley																								
	Total	2,961	942	1,422 .44		295	1,634 3,170 89 38 36 185 00 430 56																		
				</																					

Total cost of street

Total cost of sewer

Add 5 per cent. for general expenses.

Add sewer and water service.

Charge to general fund, being two-thirds of expenditures.

Charge property holders, being one-third, \$4.44 43.100

Water service

Sewer service

\$15,337 99

367 96

\$15,705 95

785 80

313 73

16,804 90

\$10,994 16

5,487 08

74 50

239 23

16,804 90

The squares assessed are—

Square No. 390, front feet	348	Feet. Inches.
391, front feet	360	9
391, front feet	344	10
392, front feet	364	
Total	1,317	front feet, equals \$4.44 43-100 assessable per front foot.

Statement of expenditures

Location, and to whom paid.	Dimensions.	Material.	Number of linear feet.	Size of tile.	Price per linear foot.	Connections.			Man-holes.		
						Dimensions.	No. sq. feet.	Price per foot.	Number.	Depth, feet.	Price.
<i>Vermont avenue from I street to Massachusetts avenue.</i>											
Brennan & Schoyer	6 inch.	Scotch tile.	72	6 inch.	\$0 43						
			1,686	12 inch.	88						
						12x6	108	\$1 38			
						12x12	6	1 60			
									18	14	\$73 00
J. Chapman, altering									1		
			1,758				114		19		
<i>Fourteenth street west, from H to N street north.</i>											
Emmart, Dunbar & Co.		Scotch tile.	347	12 inch	88						
		2 alley-drops									
		Grates									
A. P. Brown		Brick									
Geo. W. Goodall		Tile-pipe									
			347								
<i>Alley, square 221, between Pennsylvania avenue and H street north.</i>											
Thomas Joyce		Scotch tile.	201	12 inch	80						
						12x12	3	1 45			
						12x6	3	1 28			
1½ sets trap-bends	12 inch										
			201				6				

on account of servers.

Traps and receiving basins.		Excavation.		Total cost.	Paid for.			
Number.	Price.	Cubic yards.	Price.		Auditor's certificate.		Material furnished by board.	Due contractor.
					No.	Amount.		
				\$30 96	146	\$229 95		
				1,483 68	280	291 25		
				149 04	1262	82 00		
				9 60	1304	2,013 20	\$1,240 98	
				1,296 00	1217	270 00		
6	\$134 73			808 38	1502	28 33		
		3,733 1	\$0 40	1,493 33	1502	28 33		
				\$5,270 99	599	900 00		\$186 95
		57	40	22 80	1145	20 00		
				20 00	1305	22 80		
6		3,790 1		5,313 79		3,885 86	1,240 98	186 95
								\$5,313 79
				305 36	505	77 00		
4	145 38			581 52	206	14 70		
		514	40	142 50				
				205 60				
				1,234 98				1,234 98
				77 00				
				14 70				
4		514		1,326 68		91 70		1,234 98
								1,326 68
				160 80				
				4 35				
				3 84				
1	145 38			145 38				
		142	40	56 80				
1		142		376 17				376 17
								376 17

Statement of expenditures

To whom paid.	Material.					Curb and setting.		Curb and resetting.		Granite circular curb and setting.	Grading.
	Brick laid.		Brick on edge.		Old cobble-stone.						
	New.	Old.	New.	Old.							
<i>G street north, from Seventeenth to Twenty-third street west.</i>	<i>S. yds.</i>	<i>S. yds.</i>	<i>S. y.</i>	<i>S. y.</i>	<i>S. y.</i>	<i>L. ft.</i>	<i>L. f.</i>	<i>L. ft.</i>	<i>L. ft.</i>	<i>L. ft.</i>	<i>Cyds.</i>
Superintendents											
Henry Himber	459										1,401
Difference in cost of 16,524 brick											
Henry Himber		72		34							
Difference in cost of 2,448 brick.					23			50			
						51					1,735
											829
Hauling											
Taking up and filling 200 feet of trench.											
D. E. Davenport	299										
Difference in cost of 10,764 brick											
6 in.								286			
4 in.									269		
											3,143
											3,438
Hauling											
Hauling over gravel											
831 ft. trench taken up and filled											
Removing 10 trees											
Making street passable.											
Henry Himber	119										
Difference in cost of 4,284 brick.											
6 in.						15					
5 in.									21		
H. Himber	485										
Difference in cost of 17,460 brick		161					9				
			34								
Difference in cost of 2,448 brick.											
4 in.				33				845			
						84					2,150
											1,567
Hauling											
29 iron posts set											
H. Himber	183										
5 in.		244				7					74
Hauling											
1,396 brick in retaining-wall											
20 feet stone coping											
Difference in cost of 6,558 brick.											
D. E. Davenport	594										
Difference in cost of 21,402 brick											
6 in.						556					
5 in.									75		
Emmart, Dunbar & Co., repairing water-services.											
C. E. Evans	4,346										
5 in.		568									
5 in.			13								
						3,563					
						664					

on account of streets.

Pavement laid.	Sodding.	Trees.	Tree-boxes.	Superintendence.	Piles.	Total cost.	Paid for.			
							Auditor's certificate.	Material furnished by board.	Due contractor.	Total cost.
N. yds.	S. yds.	No.	No.				No.	Amount.		
				\$621 20	\$0 80	\$621 20	789	\$174 00		
					20	220 20	1070	78 00		
					3 50	57 83	352	81 00		
						705 23	955	75 00		
					25	18 00	1129	78 00		
					1 00	54 40	1515	24 00		
					3 50	8 57	1708	6 00		
					50	11 50	9038	37 20		
					25	12 50	2810	8 00		
					30	15 30	2830	60 00		
					20	351 00	414	682 28	22 95	
					40	383 60	419	1,634 83		
					14	379 96	539	1,000 00		
					2 00	400 00	999	2,500 00		
						1,614 83				
					80	239 20	421	1,909 26		
					3 50	37 67	424	111 87		
					30	85 80	969	1,285 50		
					15	43 35	186	200 00		
					20	629 00	426	pt. 880 11		
					40	1,370 40	1082	250 00		
					14	919 94	1363	250 00	9 15	
					1 50	250 50	2804	562 74		
					2 00	1,682 00	417	706 42		
						72 00	35	4,000 00		
						100 00	328	2,000 00		
						5,409 86				
					80	95 20	1126	15,000 00		
					3 50	15 00	1234	10,000 00		
						9 15	1924	619 05		
					25	5 37	2316	848 76	6 90	5 95
						124 72				
					80	388 00	2737	1,219 50		
					3 50	61 11	639	935 11		
					25	40 25	682	1,701 90		
					1 60	54 40	722	256 30		
					3 50	8 57	892	3 00		
					50	16 50	900	2 50		
					15	126 75	1852	5 10		
					30	25 20	454	3 98		
					20	430 00	459	1 50		
					40	604 80	2263	5 00		
203					35	71 05				
						511 98				
						2,336 61				
						29 00				
					80	146 40				
					25	61 00				
					15	1 05				
					1 20	39 00				
					30	223 20				
						59 52				
					50	472 75				
945					20 00	25 92				
					1 00	20 00				
					3 50	23 05				
						1,071 89				
					80	475 60				
					3 50	74 91				
					1 22	678 61			511 75	29 72
					25	18 75				
						1,247 89				
						1,285 50				
								1,285 50		
					80	3,476 80				
					25	142 00				
					1 60	20 80				
					1 20	4,276 50				
					1 20	821 70				

Statement of expenditures

To whom paid.	Material.					Curb and setting.		Curb and resetting.		Granite circular curb and setting.	Grading.	
	Brick laid.		Brick on edge.		Old cobble-stone.	New.	Old.	New.	Old.			
	New.	Old.	New.	Old.								
<i>G street north, from Seventeenth to Twenty-third street west.</i>												
C. E. Evans	5 in.		<i>S.yds.</i>	<i>S.yds.</i>	<i>S.y.</i>	<i>S.y.</i>	<i>S.y.</i>	<i>L.ft.</i>	<i>L.ft.</i>	<i>L.ft.</i>	<i>L.ft.</i>	<i>C.yds.</i>
	5 in.										127	24
	Asphalt											6.94
554 feet tiling												
Difference in cost of 157,392 br'k												
Chase's pay-rolls and materials.												
Material furnished by owners.												
N. B. Fugitt, lumber												
J. C. Lang, plats												
J. D. Hagau, repairing water-services.												
D. Hannan, lowering water-services.												
H. Himber, extra bill												
Taking up and hauling old material.												
M. J. Langhlin	6 in.									734		
	6 in.										924	
	5 in.										312	
	4 in.										484	
Albert Gleason												
For grading and extra labor.												
T. Lubey, water-registrar, altering water-services and fire-plugs.												
C. E. Evans, extra bill												
For grading, &c												
Cutting down trees, &c												
Trimming curb												
	6,4854	1,045	81	56	1424	8524	845	4094	9654	2422	035	
Total cost of street											\$77,030	11
Total cost of sewer											883	69
Add 5 per centum general expenses on \$73,445.40											77,905	80
											3,672	97
											81,578	07
Charge—												
Intersections of different streets											\$4,460	40
General fund, two-thirds of net expenditures											51,411	78
Property-holders, one-third of net expenditures											25,705	89
Being \$6.52 058-1000 per front foot.												81,578 67
Expenditures for coping walls											\$15,706	28
Charge—												
General fund, two-thirds											\$10,515	86
Property-holders, one-third											5,190	43
											15,706	29

on account of streets.

Pavement laid.	Sodding.	Trees.	Tree boxes.	Superintendence.	Price a.	Total cost.	Paid for.				
							Auditor's certificate.		Material furnished by board.	Due contractor.	Total cost.
Sqds.	Sqds.	No.	No.				No.	Amount.			
					\$0 25	\$31 75					
					2 05	49 20					
					30	2,084 40					
11,704					2 95	34,526 80					
						69 25					
		241	241		4 00	964 00					
					2 50	393 48					
						\$46,856 68			\$964 00	\$12,205 37	
						2,903 91					
						581 20			581 20		
						5 48					
						5 00					
						14 45	573	\$14 45			
						344 68	1800	55 60			
							2023	288 08			
						166 33	70	166 33			
					1 22	89 67	1368	127 80			
					30	27 75	1370	7 27			
					25	78 00	340	1,500 00	67 62		
						195 42					
					15	7 27	439	1,200 00			
							1649	914 49			
						3,614 49					
						1,938 06			1,938 06		
						4,328 20				4,328 20	
						70 46					
						1,521 75				1,521 21	
11,704	1,148	241	241	\$621 20		77,020 11		53,471 53	5,355 03	18,193 56	\$77,020 11

The squares assessed are—

Square No.	Fl.	In.
79	528	2
80	447	8
102	330	10
103	407	6
120	311	8
121	240	2
141	401	4
142	402	1
168	528	3
169	344	7

3,942 34—being \$6,52 05—1000.

Statement of expenditures

Location, and to whom paid.	Material.				Curb and setting.		Curb and resetting.	Granite curb setting.	Blue stone curb setting.
	Brick laid.		Brick on edge.		New.	Old.			
	New.	Old.	New.	Old.			New.	Old.	Old.
New York avenue from Ninth to Fifteenth street west.									
L. S. Filbert (Work done and afterward changed and grade modified to suit wishes of the property-holders.)	Sq. yds.	Sq. yds.	Sq. yds.	Sq. yds.	Feet.	Feet	Feet.		
J. A. Nelson					1,410½		458		
							99		
									21
L. S. Filbert	4,321	1,475	41½	32½					
	4½-inch				3,587				
	5-inch				1,703½				
	4-inch					62			
	6-inch				2,229				
	4-inch							173	
	6-inch							70	
	6-inch								20 6-10
	Scharf								
	Vulcanite								
	Vulcanite								
	sidewalk.								
Difference in price of 19,000 brick									
Removing 3,785 feet old curb.									
Raising and lowering 24 man-holes									
Building one round-top man-hole									
Hauling 8,064 feet curbing.									
Resetting 607 feet park curbing									
Removing debris									
Lowering trees									
Lumber, gravel, labor, &c., planking trenches to prevent settling of pavement.									
Cutting down and grubbing 22 trees									
Lumber for crossings									
J. A. Nelson	5-inch						1,262½		
Filling 205 1-9 cubic yards									
Brick, cement, and hauling									
Parking commissioners' pay-rolls									
Lowering water-services									
Removing 985 feet old curb and hauling of same									
Raising and lowering 4 man-holes									
Dressing and jointing 985 feet old curb									
Resetting 81 feet old curb							81		
	4,321	1,475	41½	32½	9,372	62 1,900½	243 41 6-10		

* The disallowance of \$63.13 by the auditor is

on account of streets.

Hauling.		Graveling.	Sodding.	Trees and boxes, wood.	Superin- tendents.	Prices.	Total cost.	Paid for.		Total pay- ments.
Pavement laid.	Auditor's cer- tificate.							Amount retained from con- tractor.		
Yds.	Sq. yds.	Yds.	Yds.					No.	Amount.	Dolls.
		2 881				\$0 25 \$115 50		74	\$6 00	
	1,585					60 1,728 60		470	75 00	
						3 00 4,755 00		500	13 50	
							\$6,599 10	565	200 00	
								787	75 00	
								970	3,000 00	
								1009	84 00	
								220	39 00	
						1 20 1,692 90		340	81 00	
						30 137 40		432	200 00	
						25 24 75		559	356 64	
								809	7 00	
								918	2 25	
		115				2 05 43 05		924	200 00	
						30 34 49		960	75 00	
							1,932 59	1067	32 00	
						80 3,452 80			\$1,832 59	
						25 368 75		1078	6 00	
						1 60 66 40		1080	21 67	
						50 16 25		1219	78 00	
						1 20 4,280 40		1422	78 00	
						1 20 2,044 00		1711	8 70	
						15 9 30		1712	21 00	
						1 42 3,165 18		1793	72	
						1 95 337 35		2023	3 30	
						2 05 143 50		2055	100 00	
						2 05 42 22		2084	16 63	
		6,541				40 2,616 60		2106	1 75	
22,317 41-100						3 20 71,415 71		2107	14 87	
1,863						3 00 5,389 00		2263	3 00	
2,236						1 40 3,130 40		185	5,000 00	
6,541			4,472			50 2,256 00		1372	6,509 10	
						14 392 00		1530	12,000 00	
						2 50 47 50		1656	6,306 40	
							99,357 37	1701	12,000 00	
						10 372 50			1,128 19	
						2 00 42 00		1855	20,000 00	
						7 50		1899	40 00	
						06 504 00		1900	100 00	
						15 91 05		1919	429 62	
						45 62		2010	15,000 00	
						64 87		2105	343 16	
								2143	10,000 00	
						1,615 72				
						5 00 110 00		2640	13,000 00	
						6 25		1679	250 00	
							2,871 51	1781	712 50	
						25 315 62		502	230 75	2 871 51
						20 41 02				
						\$944 00		356 64		
								944 00		
								170 12		
								9 25		
								3 30		
								72		
			169			4 00		676 00		676 00
						160 06				40 75
						8 00				
						197 00				
						12 22				
6,541	22,001 41-100	9,537	4,472	170			113,297 49	106,871 56	6,426 38	113,297 94

taken from the proper item in this statement.

Statement of expenditures

Location.	To whom paid.	Material.		Curb and setting.	Granite circular curb and setting.	Grading.	Pavement laid.
		Brick laid.					
		New.	New.	Sq. yds.	Lin. ft.	Lin. ft.	Cub yds.	Sq. yds.
Louisiana avenue, from Ninth to Tenth street west.	Superintendent						
	Neitzey and Acker		1,534				
	8 inches		76.80				
	6 inches		464				
	8 inches			15.25			
	Extra hauling				6,319		
	Belgian					4,765	
	Extra bill						
	Lumber and labor						
	Hauling, dressing, and jointing curb						
	Difference in cost of 55,944 brick						
	Andrew Gleason		3,287				
	6 inches		602.85				
	6 inches			27.5		2,512	
	Extra hauling						
	Difference in cost of 112,332 brick						
	Dressing and jointing curb.						
A. Gleason							
Constructing brick wall.							
Chase's pay-rolls							
		4,841	1,144.15	42.30	8,837	4,765	
Total cost of street					\$27,384 61		
Add to intersection of Tenth street					819 20		
Add 5 per cent. for general expenses					1,233 37		
					\$29,437 21		
Charge:							
The United States					2,736 50		
The general fund, $\frac{2}{3}$ net expenses					17,800 48		
The property-holders, $\frac{1}{3}$ net expenses					8,900 23		
					\$29,437 21		
Being at \$9.50 3-10 per front foot.							

on account of streets.

Superintendence.	Prices.		Total cost.	Paid for.				Total cost.
				Auditor's certificate.		Material furnished by board.	Due contractor.	
				No.	Amount.			
\$6,611			\$6,611 00	1726	\$2 50			
	\$0 80	\$1,243 20		1902	22 00			
	1 90	145 92		2041	16 61			
	1 42	659 59		2268	15 00			
	2 15	32 79		1919	48 12			
	30	1,895 70		2127	15,000 00			
	22	1,390 18		2714	983 18			
	3 25	13,486 25		2285	3,916 22			
				2311	6 57			
		624 06		2497	29 37			
		141 73		2497	11 82			
	2 50	139 86		2628	4 38		\$5,727 98	
	80	2,629 60	21,759 28					
	1 42	856 04						
	2 05	56 37						
	20	503 60						
	13	327 34						
	3 50	414 16				\$706 54	164 35	
			4,787 11					
			120 00				120 00	
			600 00				600 00	
			52 14					
6,611			27,384 64		20,065 77	706 54	6,612 33	\$27,384 64

The squares assessed are—

Square No. 381.....387 feet 4 inches.

Square No. 382.....520 feet 7 inches.

907 feet 11 inches front feet, equal to \$9.80 3-10 per front foot.

H. Ex. 1, pt. 6—16

Statement of expenditures

Location.	To whom paid.	Dimensions.	Material.	No. linear feet.	Size of tile.	Price per linear foot.	Connections.		
							Dimensions.	No. lin. feet.	Price per ft.
D street north, betw'n Sixth street and Eleventh st. west.	P. Brennan.....	Laying only	Scotch tile.	2,040	12	\$0 80			
				415	12	23			
				201	6	36	12x6	201	\$1 2
		36-inch	Brick	415					
			63,080			pr. M. 23 00			
	Chase's pay-rolls and materials.			3,071				201	
Third street west, from Indiana avenue to New York avenue.	G. W. Linville.....		Scotch tile.	778	15	1 23			
				1,823	12	80	15x6	66	1 1
							12x6	108	1 2
		1 alley-drop.							
	O. O'Hare.....		Scotch tile.	1,188	18	2 60			
		30-inch	Brick	3,292	5-12	3 45			
				7,081	5-12			174	
Twelfth street, from Pennsylvania avenue to Potomac River.	George Neitzey.....		Scotch tile.	1,731	12				
				1,197	15				
				1,064	18				
							12x6	182	
							12x12	18	
							15x6	66	
							15x12	9	
							18x6	66	
							18x12	12	
		2 alley-drops							
				3,992				333	
Ninth street, from Pennsylvania avenue to M st. north.	Thos. Lewis & Co..		Scotch tile.	102	15	1 33			
		12-inch	Trap-bends	60		1 38			
				162					

on account of sewers.

Man-holes.			Traps and receiving-basins.		Excavation.		Total cost.	Paid for.				Total cost.
Number.	Depth, feet.	Price.	Number.	Price.	Cubic yards.	Price.		Auditor's certificate.		Material furnished.	Due contractor.	
								No.	Amount.			
						\$1,632 00		1843	\$17 50			
						95 45		1842	1,000 00			
						72 36		2237	2,000 00			
						257 28		2717	780 00			
36 10	32 80		9	\$145 38		1,372 80		2856	780 00			
			3	114 58		1,308 42		2859	580 00			
						343 74		2860	148 00			
						1,450 84		2864	1,000 00			
					4,400	\$0 40		1262	32 00			
						1,760 00	\$8,292 89	2630	87 50		\$1,867 89	
							483 90			\$483 90		
26			12		4,400		8,776 79		6,425 00	483 90	1,867 89	\$8,776 79
						956 94		569	10,000 00			
						1,458 40		1003	5,000 00			
						115 50		124	3,215 42	1,000 50		
						138 24				62 50		
19 11	63 36		9	114 58		1,203 84						
						1,031 22						
					4,522	40	6,784 19				6,784 19	
						71 25						
43	70 00		17	119 00		1,808 80						
						3,088 80						
						3,010 00						
						1,870 00						
						11,359 12	19,327 92					
62			26		4,522		26,112 11		18,215 42	1,112 50	6,784 19	26,112 11
						1,523 28						
						1,592 01						
						1,723 68						
						223 56						
						28 80						
						118 80						
						18 90						
						156 42						
12 15	75 25		9	145 38		33 60						
			7	114 58		903 00						
				71 25		1,308 42						
						802 06						
					10,810	40	4,324 00					
					20	1 50	12,929 03				12,929 03	12,929 03
						30 00						
12			16		10,830							
						135 66						
			10	114 58		1,143 80						
			3	5 00		15 00						
						82 80						
					68	40						
						27 20						
			13		68		1,406 46				1,406 46	1,406 46

Statement of expenditures on account of streets.

[illegible]

Statement of expenditures on account of streets—Continued.

Total cost of street	\$52,064 53
Total cost of sewer	12,929 03
	<hr/>
	64,993 56
Add 5 per cent. for general expenses	2,895 03
	<hr/>
	67,890 59
Charge—	
Intersections of different streets	\$7,005 00
General fund, two-thirds of net expenditures	40,530 40
Property-holders, one-third of net expenditures	20,285 19
	<hr/>
Being at \$5.58 346-1000 per front foot.	
Property-holders, water-service	2,019 25
sewer-service	709 14

The squares assessed are—	Front feet.	Inches.
Square No. 292	30	9
293	306	11
294	171	1
296	397	10
297	990	0
299	341	1
300	274	4
323	301	11
324	196	4
325	363	0
326	297	9
327	364	2
328	274	4
	<hr/>	
	3,629	

Total front feet.....3,629
 6 front feet, equal to \$5.58 346-1000
 per front foot.

Statement of special assessments to November 23, 1872.

No. of statement.	Street.	From—	To—	Charged to general fund, two-thirds.	Assessment to property-holders, one-third.	Assessment to property-holders, copying walls, &c., one-third.	Charged to property-holders, water-service.	Charged to property-holders, sewer-service.	Charged to other streets to be assessed.
1	Twelfth street west	Pennsylvania avenue	F street north	\$10,994 15	\$5,497 07		\$74 50	\$239 92	
2	Eleventh street west	do	do	7,748 75	7,774 37		271 00	508 56	
3	Seventh street west	B street south	Potomac River	95,698 46	46,849 23		2,930 75		
4	Fourth street west	H street north	N street north	41,062 80	20,501 39		482 00	1,047 05	
5	New York avenue	Ninth street west	Fifteenth street west	67,219 74	33,609 37				\$5,568 80
6	New York avenue	I street north	M street circle	25,938 32	12,969 16				889 60
7	M street north	New York avenue	Vermont avenue	62,546 64	31,273 32				
8	F street north	Eleventh street west	Thirteenth street west	9,540 77	4,770 39				
9	Fifteen-and-a-half and Sixteen-and-a-half	Madison and Jackson	Place	6,075 94	3,037 96				
10	Alley, square No. 221, between	II street and Pennsylvania avenue		1,344 72	672 36				
11	Market space	Seventh street west	Ninth street west	4,332 17	2,166 08				
12	Pennsylvania avenue	Fifteenth street west	Rock Creek	52,324 67	26,162 33		2,191 63	1,034 87	19,079 30
13	Fourth street west	Indiana avenue	New York avenue	31,994 10	15,997 04		1,104 00	1,135 89	6,438 40
14	H street north	Thirteenth street west	Fourteenth street west	7,399 58	3,699 83		150 38	36 54	
15	D street north	Sixth street west	Eleventh street west	29,186 54	14,593 26		134 13		1,704 00
16	Twelfth street west	Pennsylvania avenue	Potomac River	40,530 40	20,265 19		86 89		7,095 00
17	Third street west	Indiana avenue	New York avenue	57,408 49	28,704 25		2,019 25	709 14	10,045 00
18	Ninth street west	Pennsylvania avenue	M street north	57,435 35	28,717 68				
19	Tenth street west	do	Canal or B street north	8,745 75	4,372 88				819 20
20	Louisiana avenue	Ninth street west	Tenth street west	17,800 48	8,900 23				
21	G street north	Seventeenth street west	do	61,927 64	30,963 82	\$5,190 42			4,460 40
22	F street north	do	Twenty-second street west	76,430 92	38,215 46	9,015 07			4,961 90
23	I street north	Fifteenth street west	Seventeenth street west	15,597 94	7,798 96				
24	Ninth street west	New York avenue	K street north	25,209 76	12,604 87				619 50
25	Sixteenth street west	II street north	N street north	66,532 93	33,266 46				683 40
26	do	N street north	Boundary street	100,769 63	50,384 81				3,753 20
27	East Capitol street west	First street east	Eleventh street east	116,398 35	58,194 17				14,581 00
28	Seventeenth street west	New York avenue	M street north	48,342 53	24,171 26	355 90			1,998 00
29	Water street north	Seventh street west	Twelfth street	46,932 55	23,466 27				7,492 70
30	G street north	do	Fifteenth street west	51,961 76	25,980 88				5,040 90
				1,287,271 84	612,032 63	14,561 39	8,807 64	4,788 16	95,220 30

Statement of special assessments to November 23, 1872—Continued.

No. of statement.	Street.	From—	To—	Charged to rail-roads.	Charged to the United States, five-sixths.	Charged to District of Columbia.	Total amount expended by the board.	Number of front feet.	Cost per front foot.
1	Twelfth street west.....	Pennsylvania avenue.....	F street north.....				\$16,804 94	1,237.	\$4 44.03
2	Eleventh street west.....	do.....	do.....				54,592 68	1,464.04	5 37.96
3	Seventh street west.....	B street south.....	Potomac River.....	\$7,068 00	\$11,716 14	\$6,130 65	157,743 25	5,327.94	8 74.41
4	Fourth street west.....	H street north.....	N street north.....	4,103 30	8,310 30		75,446 74	2,718.7	7 54.12
5	New York avenue.....	Ninth street west.....	Fifteenth street west.....		14,939 45		123,552 26	3,280.	10 24.69
6	Vermont avenue.....	I street north.....	M street circle.....	2,214 40			39,797 08	1,653.34	7 84.44
7	M street north.....	New York avenue.....	Vermont avenue.....		14,089 50		107,909 46	7,383.24	4 23.46
8	Fifteenth street west.....	Eleventh street west.....	Thirteenth street west.....		2,670 40		16,981 56	982.9	4 85.44
9	Fifteen-and-a-half and Sixteenth street west.....	H and-a-half, Madison and Jackson Place.....	Thirteenth street west.....	13,801 77			22,915 67	812.6	3 73.89
10	Alley square No. 221, between Market space.....	H street and Pennsylvania avenue.....	Ninth street west.....		832 91		9,017 68	91.2	73.64
11	Pennsylvania avenue.....	Seventh street west.....	Ninth street west.....				7,882 61	369.4	4 35.26
12	Pennsylvania avenue.....	Fifteenth street west.....	Rock Creek.....	11,842 60	116,097 62		224,572 42	5,297.5	4 40.53
13	Fourth street west.....	Indiana avenue.....	New York avenue.....	17,283 90			13,953 33	4,121	3 88
14	H street north.....	Thirteenth street west.....	Fourteenth street west.....	2,271 30			13,557 55	4,121	4 25.92
15	D street north.....	Sixth street west.....	Eleventh street west.....				45,704 92	9,863.5	5 12.868
16	Twelfth street west.....	Pennsylvania avenue.....	Potomac River.....	3,335 50			70,618 98	3,624.6	5 58.346
17	Third street west.....	do.....	New York avenue.....	19,318 40			144,493 24	5,310.1	8 23.038
18	Ninth street west.....	do.....	Canal, or B street north.....	2,053 40			105,471 43	5,516.94	5 19.032
19	Tenth street west.....	Pennsylvania avenue.....	Twelfth street west.....	2,736 51			16,888 23	786.4	5 58.34
20	Louisiana avenue.....	do.....	Twenty-second street west.....				29,437 21	997.11	9 80.9
21	G street north.....	Seventeenth street west.....	do.....		2,334 00		97,984 23	3,942.34	6 52.056
22	F street north.....	Fifteenth street west.....	Seventeenth street west.....	8,300 00			121,842 23	4,167.94	7 00.02
23	Fifteenth street west.....	New York avenue.....	K street north.....	10,704 04			32,686 80	1,942.2	4 01.559
24	Sixteenth street west.....	I street north.....	N street north.....		334 97		49,138 60	1,740.6	6 92.385
25	do.....	N street north.....	Boundary street.....				100,482 80	8,573.1	9 30.309
26	East Capitol street.....	First street east.....	Eleventh street east.....				134,907 64	6,029.1	8 35.606
27	Seventeenth street west.....	New York avenue.....	M street north.....	7,832 80	18,121 30		189,163 32	6,252.10	9 24.888
28	Water street south.....	Seventh street west.....	Twelfth street west.....				100,485 76	4,211.8	5 63.458
29	G street north.....	do.....	Fifteenth street west.....		7,010 50		63,835 75	1,433.4	6 53.15
30				33,081 10	278,358 00	6,130 65	89,984 04	3,495.34	7 42.461
							2,334,181 71	91,608.61	

Statement of expenditures on account of streets.

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Statement of expenditures on account of streets.

Location, and to whom paid.	Material		Crossings, flagging, re-laid, square feet.	Curb and setting.		Curb and resetting, old, linear feet.	Granite circular curb and setting, linear feet.	Old granite circular curb and setting, linear ft.	Grading, cubic yards.	Hauling.	Pavement laid, sq. yds.	Sodding.	Superintendence.	Prices.	Total cost.	Paid for.			Total cost.
	Brick laid.			Old, lin. ear feet.	New, lin. ear feet.											Auditor's certificate.	Material fur.	Due contractor.	
	New, sq. yards.	Old, sq. yards.																	
<i>Fifteenth street west, from New York avenue to K street north.</i>															\$2,118 90	951	\$10 46		
Gray & Noyes, iron posts and chains.....															10 46	255	33 39		
N. B. Fugitt, lumber.....															33 39	418	13 44		
Isaac Curry, painting posts.....															13 44	1195	10 50		
Do.....															345 88	1173	55 25		
Pay-roll, (Chase).....															171 00	2423	299 13		
A. Gleason, setting posts.....															53 00	2457	63 00		
J. Chapman, work in front of Conkling's house.....															8 00	2527	8 00		
Henry Birch.....	597	90			374 2										\$0 80	\$477 60			
						7 4									1 25	449 00	2013	111 00	
															2 25	16 50	2014	30 00	
						16									2 15	2 40	1452	53 00	
					25										25	6 38	1000	1,000 00	
									775						30	232 50	93	598 10	
										475					50	237 50	94	239 40	
															53 45	1043	99 75		
Hauling.....															64 47	1,531 30	2250	130 50	
Differences between board price and cost on 21,492 brick.....																39 00	2192	1,131 52	
Maryland Freestone Co. coping.....																411 69	2318	29 00	\$29 85
White & Bro., iron tree-boxes.....																10 09	2553	411 69	
Superintendence.....																25 30	9528	10 00	
Mowing fire-plugs.....	75	631														90	62 40	2123	1,293 37
																25	157 75	408	5,000 00
																2 25	17 25	933	10,000 00
																3 05	48 04	2231	10,000 00
																25	139 29	519	8,000 00
									1,086							30	218 12	519	8,000 00
																1 42	1,218 12		
Hauling.....																68 92			

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Statement of expenditures on account of streets - Continued.

Location.	To whom paid.	Trees.	Tree-boxes, iron.	Expenses planting trees.	Superintendence.	Miscellaneous.	Prices.	Total cost.	Paid for.			Total cost.
									Auditor's certificate.	Material furnished by board.	Due contractor.	
									No.	Amount.		
Vermont avenue, from I street to Massachusetts avenue.	E. Dubaut, superintendent.			\$438 83	\$482 50			\$432 50	590	\$23 50	\$690 00	
	Pay rolls—setting trees.	92	92					438 83	8	78 00		
	J. C. Laug, plans.					\$5 80		690 00	446	18 00		
	T. Lewis & Co.							5 80	1062	20 00		
									1350	78 00		
								\$1,580 00	1511	104 00		
								150 25	1872	54 00		
								286 40	1922	108 00		
								3 00	944	119 50		
								18 67	1173	22 88		
Sidewalk, Parisian asphalt. Road-bed, Parisian asphalt. Sloping Difference in cost of 83,988 brick		6-in.						37 50	1195	37 50		
		6-in.						35 80	1573	66 50		
		5-in.						19 25	1609	1 50		
		3-in.						5 62	2423	15 25		
		6-in.						1 50	2437	62 70		
								208 17	2496	41 50		
								525 60	1611	31 50		
								1 051 20	1711	5 80		
								845 62	595	5,000 00		
								30 916 80	1097	5,000 00		
Total cost of street Total cost of sewer								1 900 50	1532	64 75		
								1 122 00	1668	5,000 00		
								209 97	1863	5,000 00		
								31,456 56	2549	7,665 52		
									28,657 40	9,886 80		
								33,073 69				
Add 5 per cent. for general expenses												
Deduct—												
Chargeable to I street, (one-half intersection), 2,784 yards, at \$3 90.												
Charge general fund two-thirds expenditures.												
Charge property-holders one-third, at \$7.84 44-100.												
Total cost of street												
Total cost of sewer												
Deduct omission in charging curbing												
Add one-third cost intersection corner I street, Vermont avenue, and K street												
Total cost of street												
Total cost of sewer												

Total cost of street

Total cost of sewer

Deduct omission in charging curbing

Add one-third cost intersection corner I street, Vermont avenue, and K street

\$33,073 69

5,313 79

38,387 48

740 74

37,646 74

297 60

Add 5 per cent. for general expenses

Deduct—

Chargeable to I street, (one-half intersection), 2,784 yards, at \$3 90.

Charge general fund two-thirds expenditures.

Charge property-holders one-third, at \$7.84 44-100.

\$37,944 34

1,852 74

39,797 08

\$889 60

25,838 32

12,969 16



REPORT OF THE PRESIDENT

OF THE



UNITED STATES CENTENNIAL COMMISSION,

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE THIRD SESSION OF THE FORTY-SECOND CONGRESS.



**WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1872.**

REPORT

OF THE

PRESIDENT OF THE CENTENNIAL COMMISSION.

THE PRESIDENT :

The undersigned, president of the United States Centennial Commission, has the honor, in conformity with the provisions of section thirteen of the act of Congress approved June 1, 1872, to report to the President the material facts relating to the progress of that commission, in the execution of the duties devolving upon it, under the act above mentioned, and the act approved March 3, 1871, in organization and preparation for the Centennial Exhibition to be held at Philadelphia, Pennsylvania, in 1876.

Guided by the provisions of the act of March 3, 1871, the commission held, at Philadelphia, its first session, which commenced on the fourth of March, 1872, and closed on the eleventh of that month. The second session commenced on the twenty-second of May, 1872, and ended on the twenty-ninth of that month.

During these sessions an organization was effected, so far as was then deemed to be necessary, by the election of officers and the appointment of committees. The objects contemplated by the act of March 3, 1871, were considered and discussed, and the basis of action was determined upon.

It was decided that the site for the exhibition edifice should be a portion of Fairmount Park, within the corporate limits of the city of Philadelphia. Important subjects were referred for consideration to the appropriate committees, with a view to the preparation of reports to the commission, embodying plans and measures necessary for carrying on the work.

The executive committee, of which the Hon. D. J. Morrell is the chairman, has been active in promoting the organization and the progress of the work. At a meeting held in August last, they adopted, on behalf of the commission, by virtue of the act of June 1, 1872, and of authority delegated to them by the commission, the rules providing for the organization of the centennial board of finance, a copy of which is submitted herewith.

Under these rules satisfactory progress has been made in the organization of the board of finance; and, in compliance with their requirements, the opportunity will be presented to the people of the entire country to subscribe for stock at any time on or after the 21st instant, within the period of one hundred days provided for by the act.

Professor William P. Blake, of Connecticut, was made the chief executive officer of the commission, and has been actively engaged in directing its executive business at the office of the commission in Philadelphia, and in maturing a system of arrangement and classification of the objects which are to form the exhibition.

It is the pleasing duty of the undersigned to report that the municipal authorities and the citizens of Philadelphia extended to the commission a most cordial welcome, and were unremitting in their kind attentions and generous hospitalities to them during their sojourn in the city; that they made an appropriation amounting to forty thousand dollars, from which the expenses of the commissioners while in Philadelphia were paid; and that within a few days an appropriation of fifty thousand dollars has been placed at the disposition of the commission for the payment of preliminary expenses connected with the establishment of an office, and the commencement of the work.

The undersigned refers with profound sorrow to the death at Baltimore, on the — ultimo, of the Honorable William Prescott Smith, a member of the commission and of its executive committee, who was conspicuous for his ability and for the energy and zeal with which he entered into the great work.

The next session of the commission will commence at the city of Philadelphia on the fourth day of December next, at which session, in conformity with section 6 of the act approved March 3, 1871, a report will be made to the President for transmission to Congress, naming suitable dates for opening and for closing the exhibition, and embracing a schedule of appropriate ceremonies for opening or dedicating it; a plan or plans of the buildings; a complete plan for the reception and classification of articles intended for exhibition; the requisite custom-house regulations for the introduction into this country of the articles from foreign countries intended for exhibition, and such other matters as it may be important to include in the work.

Respectfully submitted.

JOS. R. HAWLEY.

HARTFORD, CONN., Nov. 23, 1872.



42D CONGRESS, }
3d Session. }

HOUSE OF REPRESENTATIVES.

{ Ex. Doc.
No. 2.

ANNUAL REPORT

OF THE

SECRETARY OF THE TREASURY

ON THE

STATE OF THE FINANCES

FOR

THE YEAR 1872.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1872.

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REPORT

OF

THE SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
December 2, 1872.

SIR: Whatever degree of success has attended the administration of the Treasury Department during the year is due largely to the ability and fidelity of the officers and clerks of the several bureaus and divisions. There have been some exceptions to the general good conduct of the working force, but the number of these will not be thought large when it is known that more than three thousand persons are employed in Washington, of whom nearly fourteen hundred are constantly engaged in handling coin, notes, and money securities of the Government.

Many of these persons are paid fair wages for the services rendered; but others, who fill places of great responsibility, are not by any means adequately compensated. Officers and clerks of known ability and established reputation are frequently drawn away by offers of better pay elsewhere. This competition will leave the business of the Department finally in the hands of the less valuable part of its officers.

A sense of justice leads me to recommend an increase of salaries in many cases, including the salaries of the Assistant Secretaries of the Treasury.

Since my last annual report the business of negotiating two hundred million of five per cent. bonds, and the redemption of two hundred million of six per cent. five-twenty bonds, has been completed, and the accounts have been settled by the accounting officers of the Treasury.

Further negotiations of five per cent. bonds can now be made upon the basis of the former negotiation.

I think it expedient, as a means of giving additional value to the bonds authorized by the Funding Act of July 14, 1870, and additional security to the owners, that registered bonds of every issue should be made convertible into coupon bonds at the will of the holder. When this privilege is granted the desire to reconvert them will cease.

The moneys received and covered into the Treasury during the fiscal year ended June 30, 1872, were :

From customs	\$216,370,286 77
Sales of public lands.....	2,575,714 19
Internal revenue.....	130,642,177 72
Tax on national bank circulation, &c.....	6,523,396 30
Repayment of interest by Pacific Railway companies.....	749,861 87
Customs fines, &c.....	1,136,412 34
Fees—consular, patent, land, &c.....	2,284,095 72
Miscellaneous sources.....	4,412,234 71
Total ordinary receipts.....	364,694,229 91
Premium on sales of coin.....	9,412,637 65
Total net receipts.....	374,106,867 56
Balance in Treasury June 30, 1871, (including \$18,228 35 received from “unavailable”	109,935,705 79
Total available cash.....	484,042,573 35

The net expenditures by warrants, during the same period, were:

For civil expenses.....	\$16,187,059 20
Foreign intercourse	1,839,369 13
Indians	7,061,728 82
Pensions	28,533,402 74
Military establishment, including fortifications, river and harbor improvements, and arsenals.....	35,372,157 22
Naval establishment, including vessels and machinery and improvements at navy yards.....	21,249,809 60
Miscellaneous civil, including public buildings, light-houses, and collecting the revenue.....	42,958,329 08
Interest on the public debt.....	117,357,839 72
Total, exclusive of principal and premium on the public debt.....	270,559,695 91
Premium on bonds purchased. . . \$6,958,266 76	
Redemption of the public debt. . . 99,960,253 54	
	106,918,520 30
Total net disbursements	377,478,216 21
Balance in Treasury June 30, 1872.....	106,564,356 94
Total.....	484,042,573 15

From the foregoing statement it appears that the net reduction of the principal of the debt during the fiscal year ended June 30, 1872, was \$99,960,253 54.

The sources of this reduction are as follows :

Net ordinary receipts during the year.....	\$364,694,229 91
Net ordinary expenditures, including interest on the public debt	270,559,695 91
Leaving a surplus revenue of	94,134,534 00
Add amount received from premium on sales of gold, in excess of the premium paid on bonds purchased ..	2,454,370 89
Add the amount of the reduction of the cash balance at the close of the year, as compared with same at commencement of year	3,371,348 65
	<u>99,960,253 54</u>

This statement treats solely of the principal of the public debt.

By the monthly statement of the public debt, which includes the principal, interest due and unpaid, and interest accrued to date not due, and deducts the cash in the Treasury as ascertained on the day of publication, the reduction was \$100,544,491 28.

The source of this reduction is as follows :

Reduction in principal account.....	\$99,960,003 54
Reduction in unpaid-interest account.....	3,330,952 96
	<u>103,290,956 50</u>
Reduction in cash on hand.....	2,746,465 22
	<u>100,544,491 28</u>

A comparison of the reduction in the principal account as shown by the above tables discloses a difference of \$250, occasioned by an error, recently discovered, and which is fully explained in a note on page 6 of the appendix to this report.

On the basis of the last table the statements show a reduction of the public debt from March 1, 1869, to the present time, as follows :

From March 1, 1869, to March 1, 1870.....	\$87,134,782 84
March 1, 1870, to March 1, 1871.....	117,619,630 25
March 1, 1871, to March 1, 1872.....	94,895,348 94
March 1, 1872, to November 1, 1872, (8 months) ..	64,047,237 84
Total.....	<u>363,696,999 87</u>

And a reduction in the annual interest of \$24,187,851.

The receipts during the first quarter of the current fiscal year were—

From Customs.....	\$57,729,540 27
Sales of public lands.....	797,324 57
Internal revenue.....	34,169,047 22
Tax on circulation, &c., of national banks....	3,307,238 69
Repayment of interest by Pacific railways....	119,093 73
Customs fines, &c.....	103,787 30
Consular, patent, and other fees.....	179,306 00
Proceeds of Government property.....	336,801 88
Miscellaneous sources.....	1,346,257 47
Net ordinary receipts.....	98,388,397 10
Premium on sales of coin.....	2,426,736 91
Total receipts.....	100,815,134 07
Balance in Treasury June 30, 1872, including \$1,014 48 received from "unavailable".....	106,565,371 42
Total available.....	207,380,505 49

The expenditures during the same period were as follows:

For civil and miscellaneous expenses, including public buildings, light-houses, and collecting the revenues.....	\$18,299,891 25
Indians.....	3,037,313 88
Pensions.....	9,135,389 73
Military establishment, including fortifications, river and harbor improvements, and arsenals.....	12,876,982 44
Naval establishment, including vessels and ma- chinery and improvements at navy yards.....	7,305,146 48
Interest on the public debt, including Pacific Railway bonds.....	36,196,894 88
Total, exclusive of the principal and premium, on public debt.....	86,851,648 54
For premium on purchased bonds....	\$1,702,568 53
For net redemption of the public debt..	16,932,138 72
	18,634,707 25
Total net expenditures.....	105,486,355 79
Balance in the Treasury September 30, 1872 ..	101,894,149 70
	207,380,505 49

For the remaining three-quarters of the current fiscal year it is estimated that the receipts will be :

From customs	\$135, 000, 000 00
Sales of public lands	1, 500, 000 00
Internal revenue	74, 000, 000 00
Tax on national banks	3, 000, 000 00
Pacific railways	500, 000 00
Customs fines, &c	800, 000 00
Consular, patent, and other fees	1, 700, 000 00
Sales of public property	600, 000 00
Miscellaneous sources	1, 400, 000 00
Total	<u>218, 500, 000 00</u>

For the same period it is estimated that the expenditures will be :

For civil expenses	\$13, 000, 000 00
Foreign intercourse	900, 000 00
Indians	4, 000, 000 00
Pensions	20, 000, 000 00
Military establishment	23, 000, 000 00
Naval establishment	13, 500, 000 00
Miscellaneous civil	27, 800, 000 00
Interest on the public debt	71, 500, 000 00
Total	<u>173, 700, 000 00</u>

This will leave \$44,800,000 surplus revenue applicable to the purchase or redemption of the public debt.

The amount required for this purpose, under the sinking-fund law, for the year, will be about \$29,200,000.

It is estimated that the receipts for the fiscal year ending June 30, 1874, will be :

From customs	\$200, 000, 000 00
Sales of public lands	3, 000, 000 00
Internal revenue	103, 000, 000 00
Tax on national banks	6, 300, 000 00
Pacific railways	900, 000 00
Customs fines, &c	1, 100, 000 00
Consular, patent, and other fees	2, 300, 000 00
Sales of public property	1, 500, 000 00
Miscellaneous sources	2, 200, 000 00
Total	<u>320, 300, 000 00</u>

VIII REPORT OF THE SECRETARY OF THE TREASURY.

The foregoing estimates are based upon the amount of revenue collected since the acts of May and June, 1872, went into operation: but the imports have been large, and considerable sums have been obtained by internal revenue officers on account of old taxes and claims; hence it will be wise to leave the sources of revenue undisturbed for the present session.

It is estimated that the expenditures for the same period will be:

For civil expenses.....	\$18,000,000 00
Foreign intercourse.....	1,325,000 00
Indians.....	5,700,000 00
Pensions.....	30,500,000 00
Military establishment, including fortifications, river and harbor improvements, and arsenals.	36,000,000 00
Naval establishment, including vessels and ma- chinery and improvements at navy yards.....	22,500,000 00
Miscellaneous civil, including public buildings, light-houses, and collecting the revenues.....	41,500,000 00
Interest on the public debt.....	98,000,000 00
Interest on Pacific Railway bonds.....	3,875,000 00
Sinking fund.....	29,200,000 00
Total.....	<u>286,600,000 00</u>
Leaving the estimated surplus revenue.....	<u>\$33,700,000 00</u>

The estimates received from the several Executive Departments show that the following amounts will be required for the same period:

Legislative.....	\$2,973,274 40
Executive.....	17,129,261 00
Judicial.....	3,587,050 00
Foreign intercourse.....	1,326,554 00
Military.....	32,894,854 84
Naval.....	20,154,220 15
Indians.....	5,700,975 25
Pensions.....	30,500,000 00
Public works.....	29,687,345 00
Postal deficiency.....	6,310,602 00
Postal subsidies.....	1,100,000 00
Miscellaneous.....	9,596,974 72
Permanent.....	16,293,163 49
Interest on public debt.....	98,000,000 00
Interest on Pacific Railway stocks.....	3,877,410 72
Sinking fund.....	29,191,300 25
Total.....	<u>308,323,256 27</u>

The reduction in taxation since the close of the war is estimated to have been—

IN INTERNAL REVENUE:

By the act of July 13, 1866	\$65, 000, 000
By the act of March 2, 1867.	40, 000, 000
By the act of February 3, 1868	23, 000, 000
By the acts of March 31, 1868, and July 20, 1868.....	45, 000, 000
By the act of July 14, 1870.....	55, 000, 000
By the act of June 6, 1872	20, 651, 000
Total of internal revenue.....	<u>248, 651, 000</u>

IN CUSTOMS:

By the act of July 14, 1870	\$29, 526, 410
By the acts of May 1, 1872, and June 6, 1872.....	31, 172, 761
Total of customs	<u>60, 699, 171</u>
A total reduction of	<u>309, 350, 171</u>

Since the institution of the sinking fund, in May, 1869, and in accordance with the act of February 25, 1862, there has been purchased on this account, up to and including June 30, 1872, \$99,397,600 in bonds of the various issues known as five-twenties, at a net cost in currency of \$110,997,185 89, or an estimated cost, in gold, of \$94,097,243 82.

In addition to the purchases for the sinking fund, bonds have been purchased to the amount of \$173,237,950, at a net cost, in currency, of \$195,008,288 53, or an estimated cost, in gold, of \$163,376,054 35.

The cost of these bonds, estimated in gold, has varied from \$82 21 per \$100 to \$99 99 per \$100—the most recent purchase being at the rate of \$98 66 per \$100.

The average cost, in gold, of the whole amount of the purchases, up to and including the last day of September, was \$94 64 per \$100.

In this connection I would call attention to the various tables accompanying this report, which furnish elaborate details of the money operations and accounts of the Government.

The condition of our carrying trade with foreign countries is always a subject of interest, and at the present moment it is one of solicitude. The imports and exports of the United States, excluding gold and silver, amounted to \$1,070,641,163, for the fiscal year ending June 30, 1872, and of this vast trade only 28½ per cent. was in American vessels. In the year 1860 nearly 71 per cent. of our foreign commerce was in American ships; but in 1864 it had fallen to 46 per cent., in 1868 to 44 per cent., and

in 1871 to less than 38 per cent. The earnings of vessels engaged in the foreign carrying trade probably exceed one hundred million dollars a year, of which less than one-third is earned under our own flag. The act of Congress allowing a drawback on foreign articles used in the construction of American vessels has given encouragement to ship-building; but I am of opinion that this measure is entirely inadequate. When we consider that nearly three-fourths of the foreign commerce of the country is under foreign flags, it is plain that there can be no considerable and speedy change unless the Government shall act at once and in a liberal and comprehensive spirit.

The rise in the price of iron and the advance in the wages of labor in England during the past year favor the Government and people of the United States; but this advantage, due to natural causes, should not lead us to trust the future to the force of those causes, but should induce us rather to act at once and with vigor. It may happen that we cannot regain the control of the direct trade between Europe and the United States, but there is an immense field to be occupied upon the Pacific Ocean and in the South Atlantic. England controls the markets of the world by controlling the channels of communication, and I am convinced that a wonderful impetus will be given to the agricultural and manufacturing interests of the country by the increase of our commercial marine. Merchants in distant countries must purchase goods at points with which they have frequent and regular communication, and when such communication exists with one country only, the cost of merchandise becomes unimportant, as there are no means of comparison; nor is there opportunity for the advantages of competition. Hence a great producing country can afford to establish and maintain lines of steamships upon the ocean, as the indirect benefits will much exceed the cost.

The details of our trade with foreign countries, as represented by the returns made to the Statistical Bureau, are also unsatisfactory. From these returns it appears that the imports of merchandise for the fiscal year ending June 30, 1872, were \$626,395,077, and the exports estimated in gold, were \$444,046,086, showing a balance against the country of \$182,548,991. This balance is in some degree apparent rather than real. On the 30th of June, 1871, the value of goods remaining in warehouse was \$68,324,659, while on the 30th of June, 1872, it was \$122,211,266, showing an excess at the close of the last fiscal year of \$53,886,607. Deducting this excess, we have a balance based upon the actual consumption of the country of \$128,662,384. From this a further reduction should be made of \$66,133,845, being the excess of exports over the imports of gold. After these deductions there still remains an adverse balance of \$62,528,539. This

adverse balance has been met probably by freight on merchandise carried in American vessels, profits on exports made on account of American merchants and shippers, the sale of bonds abroad, and investments in the United States by inhabitants of other countries.

The exports of merchandise for the year 1872 were \$13,298,933 less than for the year 1871. The exports of wheat, wheat flour, raw cotton, cotton manufactures, gold and silver, fire-arms, manufactures of leather, illuminating oil, and beef, fell off \$82,066,325, while there was a gain of \$68,767,392 in the exports of corn, furs, hides, skins, bacon, hams, lard, leaf tobacco, manufactures of iron, wood, leather, and many minor articles. There was an increase of exports in every branch of manufactures, except cotton, leather, and fire-arms.

The decrease of our exports in wheat and wheat flour was twelve million dollars; raw cotton, thirty-seven million dollars; manufactured cotton, one million two hundred and fifty thousand dollars; gold and silver, eleven million six hundred thousand dollars; fire-arms, twelve million dollars; manufactures of leather, six hundred thousand dollars; illuminating oils, three million five hundred thousand dollars; and beef, two million dollars.

The statistics of imports show an increase of seven million in coffee, eighteen million in sugar, nearly six million in tea, nearly three million in tin plates, more than seventeen million in raw wool, two million in pig iron, ten million in manufactures of iron, five million in manufactures of cotton, four million in manufactures of silk, and about seven million in manufactures of wool.

These statistics are not presented as affording a basis for legislation, but rather because they are exceptional in character, and not likely to be repeated.

During the last year thorough examinations have been made of the Mint at Philadelphia, and of the branch mints at San Francisco and Carson City, and exhaustive reports upon the condition of each, and also upon several questions of a general character connected with the mint service, made by Doctor Linderman and Professor Rogers, are to be printed for the use of the Department and Congress. From these reports it appears that the service is in a satisfactory condition. In the last ten years the commercial value of silver has depreciated about three per cent. as compared with gold, and its use as currency has been discontinued by Germany and some other countries. The financial condition of the United States has prevented the use of silver as currency for more than ten years, and I am of opinion that upon grounds of public policy no attempt should be made to introduce it, but that the coinage should be limited to commercial purposes, and designed exclusively for commercial uses with other nations.

The intrinsic value of a metallic currency should correspond to its commercial value, or metal should be used only for the coinage of tokens redeemable by the Government at their nominal value. As the depreciation of silver is likely to continue it is impossible to issue coin redeemable in gold without ultimate loss to the Government: for when the difference becomes considerable holders will present the silver for redemption, and leave it in the hands of the Government to be disposed of subsequently at a loss.

If the policy should be adopted of issuing silver coin irredeemable, but whose intrinsic and nominal value should correspond to gold, the time must come when the country would suffer from the presence of a depreciated silver currency, not redeemable by the Government nor current in the channels of trade.

Tokens of base coin, except for small denominations, are less convenient than paper, and are subject to many other serious objections. The provision made by the Treasury Department for the redemption of mutilated paper money is much more ample than formerly, and I think it practicable, through the Post Office Department, to make an arrangement by which the whole country shall be supplied with fast issues of fractional currency.

Therefore, in renewing the recommendations heretofore made for the passage of the Mint bill, I suggest such alterations as will prohibit the coinage of silver for circulation in this country, but that authority be given for the coinage of a silver dollar that shall be as valuable as the Mexican dollar, and to be furnished at its actual cost. The Mexican dollar is used generally in trade with China and is now sold at a premium of about eight per cent. over the actual expense of coining. As the production of silver is rapidly increasing, such a coinage will at once furnish a market for the raw material and facilitate commerce between the United States and China.

It is no exaggeration to say that a necessity exists for a new issue of national bank notes. The reasons for such issue were given in my last annual report.

I take this occasion to call the attention of Congress to a communication made by me to the House of Representatives on the 22d day of March, 1872, (Ex. Doc. 283, 42d Cong., 2d Sess.,) in which I recommended the enactment of a law for the relief of the Treasurer from responsibility on account of the dishonesty of Seth Johnson and Frederick A. Marden, formerly clerks in his office; and also for the correction of certain discrepancies in the public accounts, amounting to \$406 35, that the books of the Department may be made to conform to the facts.

An examination of the affairs of the Office of the Assistant Treasurer at New York, made in September and October last, disclosed a defalcation in the stamp division, in charge of James I. Johnson, of \$185,131 72. The report of the committee explains the course of proceeding by which Johnson was able to embezzle this amount of money.

The report further represents that Mr. Hillhouse, the Assistant Treasurer, cannot be charged properly with any neglect of duty, and in this opinion I concur.

The business of keeping and selling stamps was imposed upon the several Assistant Treasurers by virtue of the authority conferred upon the Secretary of the Treasury in the 6th section of the act of August 6, 1846; but by the terms of that act it was not competent for the Treasury Department to allow the Assistant Treasurer at New York compensation for the labor and responsibility of the stamp division, although the commissions which would have been payable to him at the rate allowed to private parties by the 161st section of the act of 1864, amount to more than five hundred thousand dollars.

The circumstances of this case are such as to justify me in recommending the passage of a law by which Mr. Hillhouse shall be relieved from responsibility in the matter of the defalcation of Johnson.

The report of the Supervising Architect of the Treasury furnishes a concise statement of the cost and condition of the public buildings in charge of this Department. Large sums of money will be needed for the buildings already begun or authorized, and I respectfully advise that, beyond the erection of pavilion hospitals, and a building for the accommodation of the Bureau of Engraving and Printing and the storage of the books and papers of this Department, no new works be authorized at the present session of Congress.

The business of the office of the Supervising Architect of the Treasury is fully equal to the force employed, and the necessary appropriations are so large as to justify Congress in refusing all applications during the present session.

The destruction of the buildings on the easterly side of the new post office in the city of Boston furnishes an opportunity that ought not to be lost for the purchase of the remainder of the square.

An act approved June 8, 1872, authorized and directed the Secretary of the Treasury to purchase a lot of ground in Philadelphia for the accommodation of the post office and United States courts, and to erect a building thereon, the cost of the whole not to exceed the sum of one million five hundred thousand dollars. Under this act, and following the usage of the Department, I appointed a commission of citizens of Philadelphia, who were authorized to receive proposals for the sale to the Government of a suitable lot of land. The report of

the commission has been submitted to the Department, from which it appears that the lot thought to be most desirable, situated on the corner of Chestnut and Ninth streets, can be purchased at a cost of \$925,333 33. It also appears that the cost of a sufficient quantity of land to make the site of the present post office available would exceed half a million dollars.

Accepting the conclusions of the commission as final in reference to the cost of a suitable site, I have declined to proceed further without additional authority from Congress; it being clear that it is impossible to procure land and erect a building for the sum specified in the act.

Similar circumstances have prevented the purchase of land for a public building at Cincinnati.

The increase of books and papers, not in daily or frequent use, is so great as to seriously interfere with the business of the Department. The annual accumulation requires 7,688 cubic feet of space for storage. All the available rooms in the building, including some that might be used for clerks' desks, and portions of the public halls, have been given up for the deposit of such books and papers, and the time has come when other provision should be made. I, therefore, recommend the erection of a brick fire-proof building upon the public grounds south of the Treasury sufficient for storage and for the accommodation of the Bureau of Engraving and Printing. The relief which these changes would afford is essential for the proper transaction of the business of the Treasury Department.

The operations of the Coast Survey, as well as those of the Light house Board, appear to have been economically and efficiently managed.

The Revenue Marine consists of twenty-seven steam and six sailing vessels, carrying sixty-five guns, and manned by one hundred and ninety-eight officers and eight hundred and sixty men. This service has constantly improved in efficiency and in the economy of its management since the summer of 1869. At that time a commission was appointed for the general and professional examination of all the officers employed, and upon their report thirty-nine were discharged, and those who were approved were assigned to duty and given rank, according to their merits. From that time to the present all vacancies in the service have been filled after an examination, and by those found to be best qualified. At the same time a commission was appointed for the entire revision of the service. Their report was submitted to Congress on the 26th of May, 1870. (Ex. Doc 93, 41st Cong., 2d Sess.) The vessels then employed were rated at 9,208 tons. A reduction has already been effected of 657 tons, and the vessels now building and authorized will work a further reduction of 1,232 tons, making an aggregate reduction of 1,889 tons.

The cost of maintaining the Revenue Marine has been reduced from \$1,293,661 67, in 1868, to \$930,249 81 for the year ending June 30, 1872.

Statistical tables prepared from the returns show that, in the essential particulars of assistance rendered to vessels, seizures made, number of vessels examined, and number of lives saved upon the ocean and the lakes, the work performed during the last fiscal year is nearly twice as great as the average for the ten preceding years.

Under existing laws the officers and seamen of the Revenue Marine are entitled to a pension only when they have been wounded or disabled in the line of duty, and whilst coöperating with the Navy during war, and then at the rate established by the act of 1814. When it is considered that this service is constant, and that from the first of November to the first of April in each year the vessels are required to cruise along the coast, and as near the land as possible, within their respective districts, and not to make a port except for supplies or under the pressure of positive necessity, it is clear that their services are not less hazardous than those in which the Navy is engaged in time of peace. I, therefore, recommend that the Navy pension laws be made applicable to the officers and seamen of the Revenue Marine.

The number of commissioned officers is limited by law, and each year adds to those who are disqualified by sickness or unfitted by age for active duty. The hardship resulting from the dismissal of officers under such circumstances is so great that I have declined to exercise a power which may, perhaps, in contemplation of law, be a duty; but in view of the fact that their compensation is small, and the nature of the service such as to bring disease and the infirmities of age upon them prematurely, I think it a plain duty for the Government to provide a retired list so that the active service may be supplied constantly with able and efficient men.

From the appropriation of \$200,000, made April 20, 1871, "for more effectually securing life and property on the coasts of New Jersey and Long Island," seven of the old life-saving station-houses have been repaired and enlarged, and sixty-one new ones have been built, and new apparatus sufficient for ordinary use has been procured for the larger number of them.

A station-house has been erected and furnished at Narragansett pier.

From the appropriation of \$50,000, "for the establishment of life-saving stations on the coasts of Cape Cod and Block Island, R. I., nine houses have been erected on Cape Cod and one on Block Island, and they will be supplied with apparatus and ready for use by the first of January next. An appropriation is required for the support of keepers and crews.

The Block Island station and the station at Narragansett pier should be annexed to the Long Island district.

Twenty-two vessels have been wrecked on the coasts of Long Island and New Jersey since July 1, 1871, valued, with their cargoes, at over \$500,000, on which the loss was about \$200,000. The officers and crews numbered two hundred and six persons, all of whom were saved, and mainly, it is believed, through the agency of the life-saving stations.

I respectfully recommend the extension of the system to the coast in the vicinity of Cape Hatteras.

From the report of the Supervising Surgeon of Marine Hospitals it appears that that branch of the public service is in a satisfactory condition.

During the last fiscal year 13,156 patients were treated in the several hospitals of the country at an average cost of about 97 cents each per day, or a total expenditure of \$396,263 11, against a total expenditure for the preceding year of \$453,082 42, or an average cost per patient of \$1 04 per day.

The increased receipts and diminished expenses for the last fiscal year, as compared with the year next preceding, show a net gain to the Government of \$56,819 31.

During the same period the number of districts in which relief was furnished was greater than ever before, and the salaries of medical officers at several of the principal ports were increased.

The financial improvement shown is due largely to a more careful scrutiny of the applicants for relief, to the rejection of those who were not entitled under the law, and also to greater vigilance in collecting the hospital dues.

The law limits the charge for relief to seamen belonging to foreign vessels to seventy-five cents a day, while the actual cost is nearly one dollar. Authority should be given to the Secretary of the Treasury to fix the charge within certain limits, according to the expenses incurred at the hospitals where relief is furnished.

I renew the recommendation heretofore made for the erection of pavilion hospitals at New York, San Francisco, and Pittsburg. The increase of railway and general business in the vicinity of the hospital at Pittsburg has rendered it unfit for further use.

The Supervising Surgeon recommends the erection in future of pavilion hospitals of wood, with the understanding that after ten or fifteen years' use they are to be destroyed and new ones built in their stead. This recommendation appears to be wise, being at once economical for the Government and advantageous to the patients.

The act of February 28, 1871, to provide for the better security of life on board vessels propelled in whole or in part by steam, has not been in operation a sufficient time to test its value in all respects; but the result in the main is satisfactory. The Supervising Inspector

General, in his annual report, recommends several alterations in the law not affecting its character materially. A bill will be prepared providing for such alterations as, upon further consideration, shall seem expedient.

On the 16th day of May, 1872, I transmitted to Congress a bill entitled "A bill to amend and consolidate the navigation and customs collection laws of the United States," together with a communication explaining the character and purpose of the measure. (Ex. Doc. 290, 42d Cong., 2d Sess.) I respectfully ask the attention of Congress to the bill and the reasons for its passage.

The time has come when the attention of the public is turned naturally to the future financial policy of the country. That policy must rest upon the past and the present.

The war caused three great changes in business and financial affairs that have received the careful consideration of the American people.

I. The country was compelled to impose heavy customs duties upon merchandise, and thus, without general observation and without argument upon the principles involved, the nation entered upon a broad system of protection.

II. The Government issued Treasury notes for general circulation as currency, and prohibited banks of issue by State authority.

III. A system of national banks was established, and their circulation protected by the national credit.

The wisdom of these measures, speaking generally, has been established; and, subject to such changes as the changing condition and opinions of the country and people may demand, they will remain a part of our public policy until the financial consequences of the war disappear. The weight of the national debt has been so great that for more than ten years there has been no opportunity for the practical discussion of the doctrines of protection and free trade, and in that long period of an unchanged protective policy incident to the burdens of the war the nation has advanced rapidly and safely in the development of its natural resources.

Anticipating a condition of peace, we may also anticipate a general reduction in the percentage of customs duties. This reduction, however, should not be measured solely by the wants of the Treasury; but regard should be had also to the condition of the various branches of industry in which the people are engaged. In presence of the fact that the leading pursuits of the country are stronger than ever before in the possession of adequate capital and a supply of intelligent laborers, there may be a moderate reduction from time to time in the rate of duties, as the diminishing expenses of the Government shall permit, without either alarming capital or injuring labor.

For the purposes of government, the principles of political economy are national, and not cosmopolitan. A nation that can produce a given article at less cost than it can be produced elsewhere may wisely accept free trade in it; but a nation having natural advantages for its production, yet destitute of skill in the incident art or trade, must wait for the opportunity that sometimes comes from the calamity of war, or secure a more economical and a more constant support in the policy of its Government. If average natural facilities exist, the period of necessary protection is a short one compared with the lifetime of a nation; while the advantages gained can never be wholly lost. But if reasonable natural facilities do not exist, then a system of duties for protection is a present and future burden without adequate compensation. So varied and rich, however, are the natural resources of the United States, that we either are or may soon be in successful competition with the older and more experienced countries of the world in the production of the chief articles of personal necessity, comfort, and luxury, and of the machinery by which these articles are produced or obtained.

Herein is a sufficient justification for the existing protective system, and for its continuance during the transition period.

Nor is the prospect of ultimate successful competition with other countries disturbed by the circumstance that the wages of labor are higher in this country than in those. If, ten years since, it was the thought of any that the only way to a successful contest with Europe was in the reduction of the wages of labor to the European standard, that thought has disappeared, probably, in presence of the fact that high wages on this side of the Atlantic have stimulated emigration, until there is a near approach to equality in the cost of labor, and of the coëxisting fact that the addition thus made to the number of laborers has only aided in the development of our resources, without yielding in any quarter an excess of products, or retarding in any degree the prosperity of the laboring population.

This prosperity on their part is associated with a higher and constantly improving intellectual and social culture and condition. It being given that an intelligent person has all the special knowledge of an art or trade possessed by the most experienced and best-trained operative, who, outside of this special training and experience, is an ignorant person, and equal advantages of capital and machinery being given also, the intelligent person proceeds to improve and simplify methods of production to such an extent that an addition to his wages of even a hundred per cent. represents but a small part of the advantage gained.

Yet the special training and knowledge of the ignorant man is the basis of the improvements made. This truth, considered first with

reference to a single American laborer and then multiplied many hundred thousand times, represents the advantage of America over Europe and Asia in the contest for final peaceful supremacy in the affairs of the world. Thus is America solving the industrial problem of the ages by extorting cheap production from expensive labor.

The reason for these remarks may be found in the opinion I entertain, that the tariff system of the country has contributed largely to the general prosperity; and that such general and continued prosperity is the only basis on which even a wise financial policy can rest.

In discussing the other changes caused by the war, the issues of United States notes and of notes by the national banks should be considered together; indeed they are necessary parts of our financial system, and neither can be substituted for the other without general disturbance and permanent injury. The national banking system is so far superior to the State bank system, and to any system of private banks, as to render argument in its behalf, in these respects, unnecessary; while the substitution of an equal amount of United States notes as currency would be productive of serious evils and losses.

First. The national banks hold nearly four hundred million United States bonds, which otherwise would be thrown upon the market, absorbing domestic capital, or, if purchased abroad, adding, by the amount of the interest, to the annual balances against us in our account current with other countries.

Secondly. One office of a bank is to aggregate the capital of small possessors, and thereby to furnish means in aid of important commercial and financial undertakings, not only at the centres, but in the remote and newly-settled parts of the country.

Thirdly. The national banks are used as aids to the Government, which otherwise would require a large increase in the number of designated depositories, and a proportionate increase of the public expenses without the least appreciable advantage.

Fourthly. They facilitate exchanges between different sections of the country, thus diminishing the cost of commercial transactions.

Fifthly. They are generally less disposed than private parties, controlling equal capital, to demand exorbitant rates of interest.

But it does not follow from these views, nor would it follow from those of a similar character which might be presented, that the system is perfect; nor does it follow that the issue of notes directly by the Government should be surrendered and the business of furnishing a currency yielded to the national banks.

The circulation of each bank is fixed arbitrarily by a rule of law. The aggregate circulation is therefore a fixed sum, and consequently

there is practically no reserve to meet the increased demand for money due occasionally to extraordinary events at home or abroad, and arising periodically with the incoming of the harvest. The old State bank system is sometimes commended for the quality termed elasticity; but that quality as found in that system was the principal source of financial disaster. Under that system, in the absence of a present demand for coin, there was practically no limit to the issue of paper currency.

The increase of the circulation was attended and followed by an advance in prices, excessive importations, a consequent demand for coin drawn from the banks to meet balances abroad, a simultaneous reduction of the paper currency, and the consequent distress of merchants and bankers. .

As the circulation of a bank is a source of profit, and as the managers are usually disposed to oblige their patrons by loans and accommodations, it can never be wise to allow banks or parties who have pecuniary interests at stake to increase or diminish the volume of currency in the country at their pleasure. Nor do I find in the condition of things a law or rule on which we can safely rely. Upon these views I form the conclusion that the circulation of the banks should be fixed and limited, and that the power to change the volume of paper in circulation, within limits established by law, should remain in the Treasury Department.

A degree of flexibility in the volume of currency is essential for two reasons :

First. The business of the Department cannot be transacted properly if a limit is fixed, and the power to raise the circulation above or reduce it below that limit is denied.

A rule of this nature would compel the Secretary to accumulate a large currency balance and to hold it; as, otherwise, the credit of the Government, in meeting the ordinary daily claims upon it, would be at the mercy of every serious business and political revulsion in the United States or Europe.

Especially would this be true now that our ordinary currency expenditures are greatly in excess of our currency revenue.

Secondly. There is a necessity every autumn for moving the crops without delay from the South and West to the seaboard that they may be in hand for export and consumption as wanted. This work should be done in the main before the lakes, rivers, and canals are closed, and yet it cannot be done without the use of large amounts of currency.

In the summer months funds accumulate at the centres, but the renewal of business in August and September gives employment for large sums, and leaves little or nothing for forwarding the crops in October and November. .

Nor would this difficulty be obviated by a permanent increase or a permanent reduction of the volume of currency. The difficulty is due to the natural order of things, and increases with the prosperity of the country as shown in the abundance of its harvests.

The crops cannot be moved generally by the aid of bank balances, checks, and letters of credit, but only by bank notes and United States notes paid at once to the producers. This money finds its way speedily into the channels of trade and to the commercial centres; but if it be allowed to remain for general use, after the reason for its issue has ceased, the volume of currency would be increased permanently and the year following the same process would be repeated with the same results, and thus would the country depart more and more widely from the policy of resumption.

The problem is to find a way of increasing the currency for moving the crops and diminishing it at once when that work is done. This is a necessary work, and, inasmuch as it cannot be confided to the banks, where, but in the Treasury Department, can the power be reposed?

While the currency revenue was in excess of the currency expenses it was practicable to accumulate large balances in the Treasury during the summer, to be used, if necessary, in the purchase of bonds in the autumn, thereby meeting the usual demand for currency at that season of the year.

Hereafter such accumulations must be made by the sale of gold, and the sale of gold in large quantities during the summer, when business is the least active, may not always be consistent with the best interests of the country. Reliance cannot, therefore, be placed upon the ability of the Treasury to accumulate a currency balance each year for the purpose indicated.

The argument in favor of a paper currency, composed in part of United States notes and in part of national bank notes, is strengthened by the aid which may thus be furnished in resuming and maintaining specie payments. In the view I am now to take, I exclude the idea that the Government will ever abandon the issue of national bank notes, and undertake the issue of United States notes in their place. The result of such a policy may be foreseen. The people, deprived of the facilities for business afforded by banks, would seek relief through State institutions, and without much delay Congress would concede to them the right to issue notes for circulation. This concession would be followed by a surrender by the General Government of all control over the paper circulation of the country.

The true policy will be found in continuing the national banking sys-

tem, without, however, yielding to the claim for a material increase of its issues in proportion to the volume of paper in circulation.

There are two effectual and certain ways of placing the country in a condition when specie and paper will possess the same commercial value. By diminishing the amount of paper in circulation, the difference between the commercial value of paper and coin will diminish, and by pursuing this policy the difference will disappear altogether.

All legislation limited in its operation to the paper issues of the banks and of the Government, whether bearing interest or not, and which in its effects shall tend to diminish the market value of coin, will be found, upon analysis, to contain a plan for contracting the volume of paper currency; and all legislation, so limited, which does not contain such a plan, will prove ineffectual.

Accepting this proposition, and believing that the country is not prepared to sustain the policy of contraction, it only remains for me to consider the means by which the value of our currency may be improved.

The basis of a policy of improvement must be found in a sturdy refusal to add to the paper in circulation, until it is of the same value, substantially, as coin.

This being accepted as the settled purpose of the country, there can be no permanent increase of the difference between paper and coin, and an opportunity will be given for the influence of natural causes, tending, upon the whole, to a better financial condition.

We may count, first, among these, the increase of population and its distribution over new fields of business and labor. Secondly, in the South especially, the number of persons having property and using and holding money will increase. Next, we may anticipate a more general use of paper in Texas and the Pacific States, by which, practically, for the rest of the country, the volume of paper will be diminished and the quantity of coin increased—two facts tending to produce an equality of value.

The influence of these natural causes will be counteracted in some degree by the increasing facility for the transfer of money from one point to another, and by the greater use of bank checks and certificates of deposit. The rapid transit of merchandise, in bringing the period of its consumption nearer to the time of its production, is an agency of a similar sort. Giving to these views their full weight, I am prepared to say that the experience of the last three years coincides with the best judgment I can form, and warrants the opinion that under the influence of existing natural causes our financial condition will gradually improve. During the last fiscal year there were several circumstances of an unusual character tending to counteract the natural course of

affairs. Our exports of cotton fell off thirty-seven million dollars, and there were excessive imports of wool, tea, coffee, and sugar.

The stock of wool in warehouse on the 30th of June was sufficient for six months' consumption, of sugar for four and a half months, of coffee for five months, and of tea for twelve months. In the ordinary course of trade, the importation of these articles will be small during the current year, with a consequent favorable effect upon the balance between this and other countries.

This anticipation of the wants of the country, in connection with the decrease of our exports, augmented the balance of trade, created an active demand for coin, and advanced the price.

Notwithstanding these adverse influences, gold has averaged substantially the same premium from January 1 to November 1 of the present year as for the corresponding period of 1871. Not doubting that natural causes will in time produce the result sought, it is yet advisable to bring the power of the Government in aid of the movement as far as practicable.

The revival of our foreign commerce is one instrumentality, and perhaps the most efficient one of all. If the annual earnings of American vessels were eighty million instead of thirty the difference in the amount of exchange available abroad would meet a large part of the adverse balance in ordinary years. The experience of Europe tends to show that the ability of a country to maintain specie payments is due largely to the condition of its foreign trade. Next, every measure which increases or improves the channels of transportation between the seaboard and the cotton and grain-growing regions of the country, or lessens the cost of freight, adds something to our capacity to compete successfully in the markets of the world.

Finally, those measures which encourage American manufactures, especially of iron, wool, and cotton, and discourage the importation of like products, affect favorably the balance of trade and help us towards the end we seek.

This statement, in three parts, is a general statement of a policy that in my opinion will aid the country in reaching a condition when it will be practicable to resume and maintain specie payments.

Anticipating that day, I anticipate also that the burden of resumption will rest upon the Government. There are now more than nineteen hundred banks in the country, and I cannot imagine a condition of things so favorable for a period of years as to enable them at all times to redeem their notes in specie only. Without proceeding to the discussion of the subject in detail, I think that all will have been gained that is of value when the Treasury shall be prepared to pay the demand notes of the Government in coin, and the banks shall be prepared to

XXIV REPORT OF THE SECRETARY OF THE TREASURY.

pay their notes either in coin or in legal-tender notes; and then our good fortune will clearly appear in this, that our paper currency is not exclusively of national bank notes nor exclusively of United States notes.

GEO. S. BOUTWELL,
Secretary of the Treasury.

HON. JAMES G. BLAINE,
Speaker of the House of Representatives.

TABLES ACCOMPANYING THE REPORT.

1 F

TABLE A.—Statement of the net receipts (by warrants) during the fiscal year ended June 30, 1872.

CUSTOMS.		
Quarter ended September 30, 1871	\$62,289,329 37	
Quarter ended December 31, 1871	45,822,613 17	
Quarter ended March 31, 1872	58,635,524 14	
Quarter ended June 30, 1872	49,622,820 09	
	<hr/>	\$216,370,286 77
SALES OF PUBLIC LANDS.		
Quarter ended September 30, 1871	602,680 61	
Quarter ended December 31, 1871	616,056 44	
Quarter ended March 31, 1872	692,391 06	
Quarter ended June 30, 1872	664,586 08	
	<hr/>	2,575,714 19
INTERNAL REVENUE.		
Quarter ended September 30, 1871	35,553,175 01	
Quarter ended December 31, 1871	29,479,321 28	
Quarter ended March 31, 1872	30,409,569 99	
Quarter ended June 30, 1872	35,200,111 44	
	<hr/>	130,642,177 72
TAX ON CIRCULATION, DEPOSITS, ETC., OF NATIONAL BANKS.		
Quarter ended September 30, 1871	3,175,946 38	
Quarter ended December 31, 1871	11,879 17	
Quarter ended March 31, 1872	3,311,110 50	
Quarter ended June 30, 1872	24,460 34	
	<hr/>	6,523,396 39
REPAYMENT OF INTEREST BY PACIFIC RAILWAY COMPANIES.		
Quarter ended September 30, 1871	223,013 69	
Quarter ended December 31, 1871	152,178 16	
Quarter ended March 31, 1872	186,823 21	
Quarter ended June 30, 1872	187,846 81	
	<hr/>	749,861 87
CUSTOMS FINES, PENALTIES, AND FEES.		
Quarter ended September 30, 1871	318,216 85	
Quarter ended December 31, 1871	301,751 76	
Quarter ended March 31, 1872	201,061 48	
Quarter ended June 30, 1872	315,412 25	
	<hr/>	1,136,442 34
FEES—CONSULAR, LETTERS-PATENT, STEAMBOAT, AND LAND.		
Quarter ended September 30, 1871	422,052 49	
Quarter ended December 31, 1871	503,679 44	
Quarter ended March 31, 1872	539,932 01	
Quarter ended June 30, 1872	692,431 98	
	<hr/>	2,284,095 92
MISCELLANEOUS SOURCES.		
Quarter ended September 30, 1871	940,112 73	
Quarter ended December 31, 1871	896,077 25	
Quarter ended March 31, 1872	976,025 50	
Quarter ended June 30, 1872	1,600,039 23	
	<hr/>	4,412,254 71
Total receipts, exclusive of loans and premium on coin		364,694,229 91
PREMIUM ON SALES OF COIN.		
Quarter ended September 30, 1871	3,613,847 47	
Quarter ended December 31, 1871	2,331,318 05	
Quarter ended March 31, 1872	563,803 43	
Quarter ended June 30, 1872	2,903,667 80	
	<hr/>	9,412,637 65
Total net receipts		374,106,867 56
Balance in Treasury June 30, 1871, (including \$18,228.35 received from "unavailable") ..		109,935,705 59
Total		<hr/> 484,042,573 15

TABLE B.—Statement of the net disbursements (by warrants) during the fiscal year ended June 30, 1872.

CIVIL.	
Congress	\$4, 672, 587 66
Executive	6, 289, 141 65
Judiciary	3, 594, 077 32
Government of Territories	313, 773 42
Sub-treasuries	430, 845 42
Public land-offices	557, 359 95
Inspection of steam-vessels	218, 684 33
Mints and assay-offices	110, 598 85
Total civil list	\$16, 157, 607 58
FOREIGN INTERCOURSE.	
Diplomatic salaries	345, 453 96
Consular salaries	431, 315 41
Contingencies of consulates	86, 778 41
Rescuing American citizens from shipwreck	5, 075 00
Relief and protection of American seamen	209, 275 53
Hudson's Bay and Puget Sound Agricultural Company commission	314, 869 03
American and Mexican claims commission	28, 436 70
American and Spanish claims commission	12, 647 35
American and British claims commission	56, 493 13
Tribunal of arbitration at Geneva	117, 566 59
Expenses of the Japanese embassy	25, 000 00
Capitalization of Scheldt dues	61, 584 00
Return of consular receipts	9, 087 39
War expenses in Madrid, Paris, Berlin, and London	40, 866 96
Contingent and miscellaneous	94, 900 38
Total foreign intercourse	1, 839, 345 00
MISCELLANEOUS.	
Mint establishment	784, 099 97
Coast survey	729, 000 00
Light-House Establishment	1, 627, 504 59
Building and repairs of light-houses	1, 543, 371 33
Refunding excess of deposits for unascertained duties	2, 420, 555 13
Revenue-cutter service	930, 249 41
Building revenue-cutters	148, 263 37
Custom-houses, court-houses, post-offices, &c.	3, 344, 642 72
Furniture, fuel, &c., for public-buildings under Treasury Department	401, 757 96
Repairs and preservation of public buildings under Treasury Department	236, 329 29
Collecting customs-revenue	6, 950, 189 81
Debiture and drawbacks under customs laws	625, 188 23
Refunding duties erroneously or illegally collected	137, 815 70
Marine hospital establishment	421, 897 03
Marine hospital, Chicago, Illinois	153, 245 93
Distributive shares of fines, penalties, and forfeitures	353, 427 42
Assessing and collecting internal revenue	5, 697, 288 34
Punishing violation internal revenue laws	35, 199 61
Internal revenue stamps	425, 584 71
Refunding duties erroneously or illegally collected	604, 297 70
Internal revenue allowances and drawbacks	650, 414 80
Carrying free mail-matter	700, 000 00
Mail steamship service	906, 250 00
Deficiencies in revenue of Post-Office Department	3, 568, 750 00
Telegraphic communication between the Atlantic and Pacific	21, 452 05
Refunding proceeds of captured and abandoned property	1, 312, 943 78
Expenses national loan	2, 490, 912 36
Expenses refunding national debt	644, 169 12
Expenses national currency	231, 532 63
Suppressing counterfeiting and frauds	125, 028 70
Contingent expenses, independent treasury	59, 860 60
Public-buildings and grounds in Washington	673, 789 57
Capitol extension and dome	101, 500 00
State, War, and Navy Department building	700, 000 00
Columbian Institute for Deaf and Dumb	15, 500 00
Government Hospital for the Insane	64, 482 00
Charitable institutions in Washington	186, 311 78
Metropolitan police	205, 989 36
Support of sixty transient paupers	12, 000 00
Surveys of public lands	838, 514 96
Refunding excess of deposits for surveying public lands	40, 168 26
Repayment for lands erroneously sold	22, 084 63
Proceeds of swamp-lands to States	8, 364 97
Five per cent. fund, &c., to States	115, 164 74
Expenses of eighth and ninth census	1, 356, 179 61
Penitentiaries in the Territories	8, 350 83
Payments under relief acts	237, 085 98
Preserving life and property from shipwrecked vessels	51, 246 17
Unenumerated items	39, 075 35
Total miscellaneous	62, 962, 125 47

Total miscellaneous.

INTERIOR DEPARTMENT.

Salaries.....	\$7,061,728 82	
Pensions.....	28,533,402 76	
Total Interior Department.....		\$35,595,131 58

MILITARY ESTABLISHMENT.

War Department.....	10,408,246 90	
Quartermaster's Department.....	1,418,676 43	
Postmaster's Department.....	10,663,169 74	
Finance Department.....	94,299 15	
Medical Department.....	486,539 83	
Military Academy.....	85,865 00	
Expenses of recruiting.....	107,760 53	
Contingencies.....	273,934 87	
Postal service.....	168,501 00	
Prizes, freedmen, and abandoned lands.....	173,882 15	
Gratuities to soldiers.....	4,442,627 81	
Compensating States for raising volunteers.....	286,145 61	
Military organizations in Kansas.....	308,475 28	
Claims of loyal citizens for supplies.....	181,707 07	
Payments under relief acts.....	192,605 49	
Fortifications.....	1,540,747 65	
Improvements of rivers and harbors.....	5,401,493 62	
Defect excess of repayments on appropriations, where the repayments exceed the expenditures, viz:	36,254,678 13	
Shooting, &c., volunteers.....	\$855,824 65	
Bait and substitute fund.....	26,696 28	
	882,520 93	
Total military establishment.....		35,372,157 20

NAVAL ESTABLISHMENT.

Pay and contingent of the Navy.....	7,632,636 43	
Marine Corps.....	821,166 79	
Navigators.....	256,900 92	
Inducement.....	932,708 69	
Provisions and Clothing.....	2,018,994 68	
Medicine and Surgery.....	297,005 99	
Equipment and Recruiting.....	1,566,809 34	
Construction and Repairs.....	4,436,797 26	
Steam-Engineering.....	1,062,584 48	
Harbors and Docks.....	2,143,821 28	
Payments under relief acts.....	90,784 13	
Total naval establishment.....		21,249,809 99

INTEREST ON THE PUBLIC DEBT.....	117,357,839 72
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Total net disbursements, exclusive of premium and principal of public debt.....	270,559,695 91
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Residues on bonds purchased.....	6,968,266 76
Redemption of the public debt.....	99,960,253 54

Total net disbursements.....	106,918,520 30
Balance in Treasury June 30, 1872.....	377,478,916 91
	106,564,356 94

Total.....	484,042,573 15
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TABLE C.—Statement of the redemption and issue of loans and Treasury notes (by warrants) for the fiscal year ended June 30, 1872.

Character of loans.	Redemptions.	Issues.	Excess of redemptions.	Excess of issues.
Temporary loan, acts of February 25, 1862, March 17, 1862, July 11, 1862, and June 30, 1864.	\$2,000 00		*\$2,000 00	
Gold certificates, act of March 3, 1863, section 5.	51,030,500 00	\$63,220,500 00		\$12,200,000 00
Three per cent. certificates, acts of March 3, 1867, and July 25, 1868.	19,730,000 00	165,000 00	19,665,000 00	
Treasury notes prior to 1846, acts of October 12, 1847, May 21, 1852, March 31, 1840, and March 3, 1843.	50 00		50 00	
Treasury notes 1861, act of March 9, 1861.	3,100 00		3,100 00	
Seven-thirtieths of 1861, act of July 17, 1861.	8,309 25		8,309 25	
Old demand notes, acts of July 17, 1861, August 5, 1861, and February 12, 1862.	68,993,804 00	69,599,904 00		1,500,000 00
Legal-tender notes, acts of February 25, 1862, July 11, 1862, January 30, 1863, and March 3, 1863.	31,543,939 25	31,616,900 00		272,960 71
Fractional currency, acts of July 17, 1863, March 3, 1863, and June 30, 1864.	21,250 00		21,250 00	
One-year notes of 1863, act of March 3, 1863.	9,800 00		9,800 00	
Compound-interest notes, acts of March 3, 1863, and June 30, 1864.	174,950 00		174,950 00	
Seven-thirtieths of 1864 and 1865, acts of June 30, 1864, and March 3, 1865.	120,650 00		120,650 00	
Loan of 1842, acts of July 21, 1841, and April 15, 1842.	6,000 00		6,000 00	
Loan of 1847, act of January 28, 1847.	500 00		500 00	
Bounty land scrip, act of February 11, 1847.	75 00		75 00	
Loan of 1848, act of March 31, 1848.	19,400 00		19,400 00	
Texas indemnity stock, act of September 9, 1850.	7,000 00		7,000 00	
Loan of 1860, act of June 22, 1860.	39,000 00	\$3,100 00	39,000 00	3,100 00
Loan of July and August, 1861, acts of July 17, 1861, and August 5, 1861.	184,234,750 00		184,234,750 00	
Five-twentieths of 1862, act of February 25, 1862.	270,100 00		270,100 00	
Five-twentieths of March, 1864, act of March 3, 1864.	13,120,100 00		13,120,100 00	
Five-twentieths of June, 1864, act of June 30, 1864.	8,151,150 00		8,151,150 00	
Five-twentieths of 1865, act of March 3, 1865.	20,305,850 00		20,305,850 00	
Consols of 1865, act of March 3, 1865.	7,949,500 00	\$1,900 00		7,947,600 00
Consols of 1867, act of March 3, 1865.	160,500 00		160,500 00	
Funded loan of 1861, acts of July 14, 1870, and January 20, 1871.	1,140,330,850 00		1,140,330,850 00	
Totals.	405,007,307 54	305,047,054 00		
Excess of redemptions.		254,287,164 25		154,306,910 71
Excess of issues.		154,306,910 71		
Net excess of redemptions charged in receipts and expenditures.			99,960,253 54	

* A comparison of the statements of the public debt for July, 1871, and July, 1872, makes the amount of this loan redeemed \$250 less than the amount here given. This error arose from the fact that a certificate for this loan was issued and deducted from the debt statement in December, 1869. In January, 1870, an advance was made to the Treasury for the same certificate, and the amount was again deducted from the debt statement. This made the amount outstanding in the statement in January, 1870, \$250 less than the amount in the statement in December, 1869. In the conversion of compound interest notes, five per cent. notes, and consols, converted and called for redemption.

D.—Statement of the net receipts (by warrants) for the quarter ended September 30, 1872.

RECEIPTS.

Customs.....	\$57,729,540 37
Sales of public lands.....	797,324 57
Internal revenue.....	34,169,047 22
Premium on sales of coin.....	2,426,736 91
Tax on circulation, deposits, &c., of national banks.....	3,307,238 69
Repayment of interest by Pacific Railway Companies.....	119,093 73
Customs fines, penalties, and fees.....	103,787 30
Consular, letters-patent, homestead, and land fees.....	479,306 03
Proceeds of sales of Government property.....	336,801 88
Miscellaneous.....	1,346,257 47
Total receipts, exclusive of loans.....	100,815,134 07
Balance in Treasury June 30, 1872, including \$1,014.48 received from "unavailable".....	106,563,371 42
Total.....	207,380,505 49

E.—Statement of the net disbursements (by warrants) for the quarter ended September 30, 1872.

CIVIL AND MISCELLANEOUS.

Customs.....	\$6,284,813 91
Internal revenue.....	1,711,741 54
Diplomatic service.....	431,704 96
Judiciary.....	931,442 39
Interior, (civil).....	1,561,635 27
War, (civil).....	7,844 67
Treasury proper.....	7,297,426 86
Quarterly salaries.....	123,281 48
Total civil and miscellaneous.....	18,299,891 28
Indians.....	\$3,037,343 83
Pensions.....	9,135,389 71
Military establishment.....	12,676,989 41
Naval establishment.....	7,305,146 48
Interest on public debt.....	36,196,694 83
Total net ordinary expenditures.....	68,551,757 26
Premiums on purchase of bonds.....	1,702,568 53
Excess of net redemptions of loans over receipts.....	16,932,138 72
Total net expenditures.....	105,486,355 79
Balance in Treasury, September 30, 1872.....	101,894,149 70
Total.....	207,380,505 49

TABLE F.—*Statement of outstanding principal of the public debt of the United States on the 1st of January of each year from 1791 to 1843, inclusive, and on the 1st of July of each year from 1844 to 1872, inclusive.*

Year.	Amount.
1791	\$75,463,470.00
1792	77,227,900.00
1793	80,352,700.00
1794	72,427,000.00
1795	80,747,500.00
1796	83,762,100.00
1797	82,064,000.00
1798	79,222,000.00
1799	78,400,000.00
1800	82,790,000.00
1801	83,030,000.00
1802	80,712,000.00
1803	77,054,000.00
1804	86,427,100.00
1805	82,312,100.00
1806	75,729,000.00
1807	69,210,000.00
1808	65,196,000.00
1809	57,020,100.00
1810	53,173,000.00
1811	48,005,500.00
1812	45,299,700.00
1813	55,962,000.00
1814	81,497,000.00
1815	99,833,000.00
1816	127,334,000.00
1817	123,491,900.00
1818	103,466,600.00
1819	95,528,600.00
1820	91,015,500.00
1821	89,907,000.00
1822	93,546,000.00
1823	90,873,000.00
1824	90,969,000.00
1825	83,708,000.00
1826	81,054,000.00
1827	73,907,000.00
1828	67,475,000.00
1829	59,421,000.00
1830	48,565,000.00
1831	39,123,191.00
1832	24,332,210.00
1833	7,001,600.00
1834	4,760,000.00
1835	37,500.00
1836	336,400.00
1837	3,300,100.00
1838	10,434,200.00
1839	3,573,300.00
1840	5,251,000.00
1841	13,594,000.00
1842	20,601,000.00
1843	32,742,000.00
1844	22,461,000.00
1845	15,923,000.00
1846	15,530,000.00
1847	32,096,500.00
1848	47,044,000.00
1849	63,061,000.00
1850	63,432,000.00
1851	68,304,700.00
1852	66,199,300.00
1853	50,803,117.00
1854	42,942,262.00
1855	35,506,900.00
1856	31,972,500.00
1857	26,689,800.00
1858	44,911,000.00
1859	58,496,800.00
1860	64,842,000.00
1861	90,580,800.00
1862	384,176,412.00
1863	1,119,772,130.00
1864	1,615,794,370.00
1865	2,090,647,600.00
1866	2,773,236,173.00

TABLE F.—*Statement of outstanding principal of the public debt, &c.*—Continued.

Year.	Amount.
1867	\$2, 678, 126, 103 87
1868	2, 611, 687, 851 19
1869	2, 588, 452, 213 94
1870	2, 480, 672, 437 81
1871	2, 353, 211, 332 11
1872	2, 253, 251, 328 78

TABLE G.—Statement of the receipts of the United States from March 4, 1789, to Jan.

Year.	Balance in the Treasury at commencement of year.	Customs.	Internal revenue.	Direct tax.	Public lands.	Miscellaneous.
1791		\$4,399,473 09				\$10,675 19
1792	\$973,905 75	3,443,070 85	\$208,942 81			9,915 45
1793	783,444 51	4,255,306 56	337,705 70			21,410 00
1794	753,661 69	4,801,065 28	274,089 62			53,275 00
1795	1,151,924 17	5,588,461 26	337,755 36			28,317 97
1796	516,442 61	6,567,987 94	475,289 60		\$4,836 13	1,169,415 00
1797	888,995 42	7,549,649 65	575,491 45		83,540 60	329,119 00
1798	1,021,899 04	7,106,061 93	644,357 95		11,963 11	58,192 00
1799	617,451 43	6,610,449 31	779,136 44			86,157 00
1800	2,161,867 77	9,080,932 73	809,396 55	\$734,223 97	443 75	152,712 00
1801	2,623,311 99	10,750,778 93	1,048,033 43	534,343 38	167,726 06	345,649 00
1802	3,295,391 00	12,438,235 74	621,898 89	206,565 44	182,628 02	1,500,565 00
1803	5,020,697 64	10,479,417 61	215,179 69	71,879 20	165,675 69	131,945 00
1804	4,825,811 60	11,098,565 33	50,941 29	50,198 44	487,526 79	139,075 00
1805	4,037,005 26	12,936,487 04	21,747 15	21,882 91	540,193 80	40,382 00
1806	3,999,388 99	12,667,698 17	20,101 45	55,763 86	765,245 73	51,121 00
1807	4,538,123 80	15,845,521 61	13,051 40	34,732 56	466,163 27	38,354 00
1808	9,643,850 07	16,363,550 58	8,190 23	19,159 21	647,939 06	21,222 00
1809	9,941,809 96	7,257,506 62	4,034 29	7,517 31	442,252 33	62,162 00
1810	3,848,056 78	8,563,309 31	7,430 63	12,448 68	696,542 82	44,676 00
1811	2,672,276 57	13,313,222 73	2,295 95	7,666 66	1,040,237 53	59,211 00
1812	3,502,305 80	8,958,777 53	4,903 06	8,859 22	710,427 78	126,165 00
1813	3,662,217 41	13,224,623 25	4,755 04	3,805 52	835,655 14	171,571 00
1814	5,196,542 00	5,998,772 08	1,662,984 82	2,219,497 36	1,135,971 09	264,389 00
1815	1,727,848 63	7,282,942 22	4,678,059 07	2,162,673 41	1,267,959 29	265,224 00
1816	13,106,592 88	36,306,874 88	5,124,708 31	4,253,635 09	1,717,985 03	373,752 00
1817	22,033,519 19	26,283,348 49	2,678,100 77	1,814,187 04	1,991,226 06	109,761 00
1818	14,989,465 48	17,176,385 00	955,270 20	264,333 36	2,606,564 77	57,617 00
1819	1,478,526 74	20,283,608 76	229,593 63	83,650 78	3,274,422 78	57,095 00
1820	2,079,992 38	15,005,612 15	106,260 53	31,586 82	1,635,871 61	61,354 00
1821	1,198,461 21	13,004,447 15	69,027 63	29,349 05	1,212,966 46	152,550 00
1822	1,681,592 24	17,589,761 94	67,665 71	20,961 56	1,803,581 54	42,857 00
1823	4,237,427 55	19,078,433 44	34,242 17	10,337 71	916,523 10	141,129 00
1824	9,463,922 81	17,878,325 71	34,663 37	6,201 96	984,418 15	127,603 00
1825	1,946,597 13	20,098,713 45	25,771 35	2,330 85	1,216,090 56	130,451 00
1826	5,201,650 43	23,341,331 77	21,589 93	6,638 76	1,393,755 09	94,581 00
1827	6,358,686 18	19,712,283 29	19,885 68	2,626 90	1,495,245 26	1,315,725 00
1828	6,668,286 10	23,205,523 64	17,451 54	2,218 81	1,014,308 75	63,128 00
1829	5,972,435 81	22,681,965 91	14,502 74	11,335 05	1,517,175 13	112,646 00
1830	5,755,704 79	21,922,391 39	12,160 62	16,980 59	2,329,356 14	73,257 00
1831	6,014,539 75	24,224,441 77	6,933 51	10,506 01	3,210,815 48	524,129 00
1832	4,502,914 45	24,665,237 24	11,630 65	6,791 13	3,262,381 03	70,612 00
1833	2,011,777 55	29,032,508 91	2,759 00	394 12	3,967,692 55	470,012 00
1834	11,702,905 31	16,214,957 15	4,196 09	19 80	4,857,600 69	40,012 00
1835	8,892,858 42	19,391,310 59	10,459 48	4,263 33	14,757,600 75	729,972 00
1836	26,749,803 96	23,409,940 53	370 00	728 79	24,877,179 86	2,245,922 00
1837	46,708,436 00	11,169,290 39	5,493 84	1,687 70	6,776,236 52	7,091,440 00
1838	37,327,252 69	16,158,800 36	2,467 27		3,730,945 66	6,410,340 00
1839	36,891,196 94	23,137,924 81	2,553 32	755 22	7,361,576 40	979,920 00
1840	33,157,503 68	13,499,502 17	1,682 25		3,411,818 63	2,567,112 00
1841	29,963,163 46	14,487,216 74	3,261 36		1,365,627 42	1,004,042 00
1842	28,685,111 08	18,187,908 76	495 00		1,335,797 52	451,960 00
1843	30,521,979 44	7,046,843 91	103 25		898,158 18	255,802 00
1844	39,186,284 74	26,183,570 94	1,777 34		2,059,939 80	1,075,419 00
1845	36,742,829 62	27,528,112 70	3,517 12		2,077,022 30	361,432 00
1846	36,194,274 81	26,712,667 87	2,897 26		2,694,452 48	299,620 00
1847	38,261,959 65	23,747,864 66	375 00		2,498,355 20	220,480 00
1848	33,079,276 43	31,757,070 96	375 00		3,328,642 56	612,619 00
1849	29,416,612 45	28,346,738 82			1,688,959 55	665,737 00
1850	32,827,082 69	39,668,686 42			1,859,894 25	2,064,300 00
1851	35,871,753 31	49,017,567 92			2,352,305 30	1,185,160 00
1852	40,158,353 25	47,339,326 62			2,043,239 58	464,290 00
1853	43,338,860 02	58,931,865 52			1,667,084 99	899,012 00
1854	50,261,901 09	64,224,190 27			8,470,798 28	1,106,021 00
1855	48,591,073 41	53,025,704 21			11,497,049 07	227,731 00
1856	47,777,672 13	64,022,863 50			8,917,644 83	1,116,180 00
1857	49,108,229 80	63,875,905 05			3,929,486 64	1,259,920 00
1858	46,802,855 00	41,789,620 96			3,513,715 87	1,352,021 00
1859	35,113,334 22	49,565,824 38			1,756,687 30	1,454,280 00
1860	33,193,248 60	53,187,511 87			1,778,557 71	1,084,500 00
1861	32,979,530 78	39,582,125 64			870,658 54	1,023,500 00
1862	30,963,857 83	49,056,397 62		1,795,331 73	1,252,203 77	915,350 00
1863	46,965,304 87	69,059,642 40	37,640,787 95	1,485,103 61	1,617,617 17	3,741,780 00
1864	36,523,046 13	102,316,152 99	109,741,134 10	475,646 96	582,333 29	36,200,000 00
1865	134,433,738 44	84,922,260 60	209,464,215 25	1,200,573 03	996,553 31	23,441,500 00

* For the half year.

REPORT OF THE SECRETARY OF THE TREASURY.

11

30, 1872, by calendar years to 1843 and by fiscal years (ended June 30) from that time.

Year	Dividends.	Net ordinary receipts.	Interest.	Premiums.	Receipts from loans and Treasury notes.	Gross receipts.	Unavailable.
1791		\$4,409,951 19			\$361,391 34	\$4,771,342 53	
1792	\$8,028 00	3,669,960 31			5,102,498 45	8,772,458 76	
1793	34,500 00	4,652,923 14			1,797,272 01	6,450,195 15	
1794	303,472 00	5,431,904 87			4,007,950 78	9,439,855 65	
1795	160,000 00	6,114,534 59	\$4,800 00		3,396,424 00	9,515,758 59	
1796	180,000 00	8,377,529 65	42,500 00		320,000 00	8,740,329 65	
1797	80,960 00	8,688,780 99			70,000 00	8,758,780 99	
1798	79,920 00	7,900,495 80	78,675 00		270,000 00	8,179,170 80	
1799	71,040 00	7,546,813 31			5,000,000 00	12,546,813 31	
1800	71,040 00	10,848,749 10			1,565,229 24	12,413,978 34	
1801	88,800 00	12,935,330 95	10,125 00			12,945,455 95	
1802	39,960 00	14,995,793 95				14,995,793 95	
1803		11,064,097 63				11,064,097 63	
1804		11,826,307 38				11,826,307 38	
1805		13,560,693 20				13,560,693 20	
1806		15,559,931 07				15,559,931 07	
1807		16,398,019 26				16,398,019 26	
1808		17,060,661 93				17,060,661 93	
1809		7,773,473 12				7,773,473 12	
1810		9,384,214 28			2,750,000 00	12,134,214 28	
1811		14,422,634 09				14,422,634 09	
1812		9,801,132 76				22,639,032 76	
1813		14,340,409 95	300 00		12,837,900 00	40,524,844 95	
1814		11,181,162 16	85 79		26,184,135 00	34,559,536 95	
1815		15,696,916 82	11,541 74	\$32,107 64	23,377,826 00	50,961,237 60	
1816		47,676,955 66	68,685 16	686 09	35,220,671 40	57,171,421 82	
1817	202,426 30	33,099,049 74	267,819 14		9,425,084 91	33,833,592 33	
1818	525,000 00	21,585,171 04	412 62		466,723 45	21,593,936 66	
1819	675,000 00	24,603,374 37			8,353 00	24,605,665 37	
1820	1,000,000 00	17,840,669 55		40,000 00	2,291 00	20,881,493 68	
1821	105,000 00	14,573,379 72			3,000,824 13	19,573,703 72	
1822	297,500 00	20,232,427 94			5,000,324 00	20,232,427 94	
1823	350,000 00	20,540,666 26				20,540,666 26	
1824	350,000 00	19,381,212 79			5,000,000 00	24,381,212 79	
1825	367,500 00	21,840,858 02			5,000,000 00	26,840,858 02	
1826	402,500 00	25,260,434 21				25,260,434 21	
1827	430,000 00	22,966,363 96				22,966,363 96	
1828	455,000 00	24,763,629 23				24,763,629 23	
1829	490,000 00	24,827,627 38				24,827,627 38	
1830	490,000 00	24,844,116 51				21,844,116 51	
1831	490,000 00	28,526,820 82				28,526,820 82	
1832	490,000 00	31,867,450 66				31,867,450 66	\$1,889 50
1833	474,985 00	33,948,426 25				33,948,426 25	
1834	234,349 50	21,791,935 55				21,791,935 55	
1835	506,480 82	35,430,087 10				35,430,087 10	
1836	292,674 67	50,826,796 08				50,826,796 08	
1837		24,954,153 04			2,992,989 15	27,947,142 19	63,288 35
1838		26,302,561 74			12,716,820 86	39,019,382 60	
1839		31,482,749 61			3,857,276 21	35,340,025 82	1,458,782 93
1840		19,440,115 33			5,589,547 51	25,029,662 84	37,469 25
1841		16,860,160 27			13,659,317 38	30,519,477 65	
1842		19,976,197 25			14,408,735 64	34,384,932 89	11,188 00
1843		8,231,001 26		71,700 83	12,479,708 36	20,782,410 45	
1844		29,320,707 78		666 60	1,877,181 35	31,198,555 73	
1845		29,970,105 80				29,970,105 80	28,251 90
1846		29,699,967 74				29,699,967 74	
1847		26,467,403 16		28,365 91	24,872,399 45	55,368,168 52	30,000 00
1848		35,698,699 21		37,080 00	21,256,700 00	56,992,479 21	
1849		30,721,077 50		487,065 48	28,588,750 00	59,796,892 98	
1850		43,592,888 88		10,550 00	4,045,950 00	47,649,388 88	
1851		52,555,039 33		4,264 92	203,400 00	52,762,704 25	
1852		49,846,815 60			46,300 00	49,893,115 60	
1853		61,567,031 68		22 50	16,350 00	61,603,404 18	103,301 37
1854		73,800,341 40			2,001 67	73,802,343 07	
1855		65,350,574 68			800 00	65,351,374 68	
1856		74,056,699 24			200 00	74,056,899 24	
1857		68,965,312 57			3,900 00	68,969,212 57	
1858		46,655,365 96			23,717,300 00	79,372,665 96	
1859		52,777,107 92		709,357 72	28,287,500 00	81,773,965 64	15,408 34
1860		56,054,599 83		10,008 00	30,776,800 00	76,841,407 83	
1861		41,476,299 49		33,630 90	41,861,709 74	83,371,640 13	
1862		51,919,261 09		68,400 00	529,692,460 50	581,680,121 59	11,110 81
1863		112,094,945 51		602,345 44	776,682,361 57	889,379,652 52	6,000 01
1864		243,412,971 20		21,174,101 01	1,128,873,945 36	1,393,461,017 57	9,210 40
1865		322,031,158 19		11,683,446 89	1,472,224,740 85	1,805,939,345 93	6,095 11

uary 1, 1843, to June 30, 1843.

TABLE G.—*Statement of the receipts of the United States*

Year.	Balance in the Treasury at commencement of year.	Customs.	Internal revenue.	Direct tax.	Public lands.	Miscellaneous.
1866	\$33,933,657 89	\$179,046,651 58	\$309,226,813 42	\$1,974,754 12	\$665,031 03	\$29,036,314 21
1867	160,817,099 73	176,417,810 88	266,027,537 43	4,200,233 70	1,163,575 76	15,057,522 15
1868	198,076,537 09	164,464,599 56	191,087,589 41	1,788,145 85	1,348,715 41	17,745,403 52
1869	158,936,082 87	180,048,426 63	152,356,460 86	765,685 61	4,020,344 34	13,997,318 67
1870	183,781,985 76	194,538,374 44	184,899,756 49	229,102 88	3,350,481 76	12,942,115 30
1871	177,604,116 51	206,270,408 05	143,098,153 63	580,355 37	2,388,646 68	22,081,541 21
1872	138,019,122 15	216,370,286 77	130,642,177 72	.....	2,575,714 19	15,106,051 23
.....		3,197,631,077 48	1,762,462,639 05	27,239,672 42	194,289,186 27	235,573,091 02

from March 4, 1789, to June 30, 1872, &c.—Continued.

Year.	Dividends.	Net ordinary receipts.	Interest.	Premiums.	Receipts from loans and Treasury notes.	Gross receipts.	Unavailable.
1866	.....	\$519,949,564 38	.....	\$38,083,055 68	\$712,851,553 05	\$1,270,884,173 11	\$172,094 29
1867	.....	462,846,679 92	.....	27,787,330 35	640,426,910 29	1,131,060,920 56	721,827 93
							2,675,918 19
1868	.....	376,434,453 82	.....	29,203,629 50	625,111,433 20	1,030,749,516 52	.....
1869	.....	357,188,256 09	.....	13,755,491 12	238,678,081 06	609,621,828 27	\$2,070,73
1870	.....	395,959,833 87	.....	15,295,643 76	285,474,496 00	696,729,973 63	.....
1871	.....	374,431,104 94	.....	8,892,839 95	268,768,523 47	652,092,468 36	\$3,396 18
1872	.....	364,694,229 91	.....	9,412,637 65	305,047,054 00	679,153,921 56	\$18,228 35
	9,720,136 29	5,426,915,802 53	485,224 45	177,424,427 94	7,399,588,095 38	13,004,413,550 30	2,652,222 93

§ Amounts heretofore credited to the Treasurer as unavailable, and since recovered and charged to his account.

TABLE H.—Statement of the expenditures of the United States from March 4, 1799, to June

Year.	War.	Navy.	Indians.	Pensions.	Miscellaneous.
1791	\$632,804 03	-----	\$27,000 00	\$175,813 88	\$1,063,971 61
1792	1,100,702 09	-----	13,648 85	109,243 15	4,672,664 32
1793	1,130,249 08	-----	27,282 83	80,087 81	511,451 01
1794	2,639,097 59	\$61,408 97	13,042 46	81,399 24	750,250 74
1795	2,480,910 13	410,562 03	23,475 68	68,673 22	1,378,980 66
1796	1,260,263 84	274,784 04	113,563 98	100,843 71	801,947 58
1797	1,039,403 46	382,631 89	62,396 53	92,256 97	1,250,422 62
1798	2,009,522 30	1,381,347 76	16,470 09	104,845 33	1,139,524 94
1799	2,466,946 98	2,858,081 84	20,302 19	85,444 03	1,039,391 68
1800	2,560,878 77	3,448,716 03	31 22	64,130 73	1,337,613 22
1801	1,672,944 08	2,111,424 00	9,000 00	73,533 37	1,114,764 42
1802	1,179,148 25	915,561 87	94,000 00	85,440 39	1,462,929 49
1803	823,055 85	1,215,230 53	60,000 00	62,902 10	1,842,635 78
1804	875,423 93	1,189,832 75	116,500 00	80,092 80	2,191,009 43
1805	712,781 28	1,597,500 00	196,500 00	81,854 59	3,768,596 72
1806	1,224,355 38	1,649,641 44	234,300 00	81,875 53	2,890,137 01
1807	1,228,625 91	1,722,064 47	205,425 00	70,500 00	1,697,897 51
1808	2,900,834 40	1,884,067 80	213,575 00	82,576 04	1,423,285 61
1809	3,345,772 17	2,427,758 80	337,503 84	87,833 54	1,315,803 73
1810	2,294,323 94	1,654,244 20	177,625 00	83,744 16	1,101,144 88
1811	2,032,828 19	1,965,566 39	151,875 00	75,043 88	1,367,291 46
1812	11,817,798 24	3,959,365 15	177,845 00	91,402 10	1,683,082 21
1813	19,652,013 02	6,446,600 10	167,358 22	86,989 91	1,729,435 61
1814	20,350,806 86	7,311,290 60	167,394 86	90,164 36	2,208,029 73
1815	14,794,294 22	8,660,000 25	350,750 00	69,656 08	2,297,870 47
1816	16,012,096 20	3,908,278 30	274,512 16	183,804 15	2,989,741 17
1817	8,004,236 53	3,314,598 49	319,463 71	297,374 43	3,512,996 76
1818	5,622,715 10	2,953,695 00	505,704 27	890,719 90	3,835,839 51
1819	6,506,300 37	3,847,640 42	463,181 39	2,415,939 85	3,067,211 41
1820	2,630,392 31	4,387,990 00	315,750 00	3,218,376 31	2,592,021 94
1821	4,461,291 78	3,319,243 06	477,005 44	242,817 25	2,223,121 34
1822	3,111,921 48	2,224,458 98	575,007 41	1,948,191 40	1,967,986 21
1823	3,096,924 43	2,503,765 83	3,800,781 82	1,780,583 52	2,022,070 72
1824	3,340,939 85	2,904,581 56	429,987 90	1,489,326 59	7,153,374 42
1825	3,659,914 18	3,049,083 86	724,106 44	1,408,810 57	2,744,544 41
1826	3,943,194 37	4,218,902 45	743,447 83	1,556,593 83	2,600,177 74
1827	3,948,977 88	4,263,877 45	750,624 88	976,133 86	2,713,476 81
1828	4,145,544 56	3,918,786 44	705,084 24	850,573 57	3,678,052 43
1829	4,724,291 07	3,308,245 47	576,344 74	949,594 47	3,082,234 67
1830	4,767,128 88	3,239,428 63	632,262 47	1,363,297 31	3,237,416 46
1831	4,841,835 55	3,856,183 07	930,738 04	1,170,665 14	3,064,646 16
1832	5,446,034 88	3,956,370 29	1,352,419 75	1,184,422 40	4,577,141 45
1833	6,704,019 10	3,901,356 75	1,802,980 93	4,589,152 40	5,716,245 81
1834	5,696,189 38	3,956,260 42	1,003,953 20	3,364,235 30	4,404,725 85
1835	5,759,156 89	3,864,939 06	1,706,444 48	1,954,711 32	4,229,624 53
1836	11,747,345 25	5,807,718 23	5,037,022 88	2,882,792 95	5,333,279 72
1837	13,682,730 80	6,646,914 53	4,348,036 19	2,672,162 45	9,294,370 25
1838	12,897,224 16	6,131,580 53	5,504,191 34	2,156,057 29	7,160,654 78
1839	8,916,995 80	6,182,294 25	2,528,917 28	3,143,750 51	5,725,990 73
1840	7,095,267 23	6,113,896 89	2,331,794 86	2,603,562 17	5,995,374 46
1841	8,801,610 24	6,001,076 97	2,514,837 12	2,388,534 51	6,490,841 45
1842	6,610,438 02	8,397,242 95	1,199,099 68	1,378,931 33	6,775,621 61
1843*	2,908,671 95	3,727,711 53	578,371 00	839,041 12	3,202,713 01
1844	5,218,183 66	6,498,199 11	1,256,532 39	2,032,003 99	5,645,145 45
1845	5,746,291 22	6,297,177 89	1,539,351 35	2,400,788 11	5,911,768 99
1846	10,413,370 58	6,455,013 92	1,027,693 64	1,811,097 56	6,711,240 41
1847	35,840,030 33	7,900,635 76	1,430,411 30	1,744,883 63	6,845,600 72
1848	27,688,334 21	9,408,476 02	1,252,896 81	1,227,496 44	5,650,851 25
1849	14,558,473 26	9,786,705 99	1,374,161 55	1,328,867 64	12,885,334 21
1850	9,687,024 58	7,904,724 66	1,663,591 47	1,866,836 02	16,043,763 49
1851	12,161,965 11	6,880,581 38	2,829,801 77	2,294,377 22	17,888,992 17
1852	8,521,506 19	8,918,842 10	3,043,576 04	2,401,858 78	17,504,171 01
1853	9,910,498 49	11,067,789 53	3,890,494 12	1,756,306 20	17,463,061 06
1854	11,722,282 87	10,790,096 32	1,550,339 55	1,232,665 00	26,672,144 86
1855	14,648,074 07	13,327,095 11	2,772,990 78	1,477,612 33	24,090,425 83
1856	16,963,160 51	14,074,834 64	2,644,263 97	1,296,229 65	31,794,078 47
1857	19,159,150 87	12,651,694 61	4,354,418 87	1,310,381 58	23,563,428 77
1858	25,679,121 63	14,053,264 64	4,978,266 18	1,129,768 30	26,400,016 41
1859	23,154,720 53	14,690,927 90	3,490,534 53	1,222,222 71	23,797,544 44
1860	16,472,202 72	11,514,649 83	2,991,121 54	1,100,802 32	27,977,978 39
1861	23,001,530 67	13,387,156 52	2,865,481 17	1,034,599 73	23,327,327 89
1862	329,173,562 29	42,640,353 09	2,327,948 37	852,170 47	21,325,462 99
1863	603,314,411 82	63,281,235 31	2,152,032 70	1,073,513 36	23,196,322 37
1864	690,391,048 66	85,704,963 74	2,622,975 97	4,935,473 90	27,572,216 27

* For the half year from Jan.

30, 1872, by calendar years, to 1843, and by fiscal years (ending June 30) from that time.

Year.	Net ordinary expenditures.	Premiums.	Interest.	Public debt.	Gross expenditures.	Balance in Treasury at the end of the year.
1791	\$1,919,589 52		\$1,177,863 03	\$699,984 23	\$3,797,436 78	\$973,905 75
1792	5,896,258 47		2,373,611 28	693,050 25	8,962,920 00	783,444 51
1793	1,749,070 73		2,097,859 17	2,633,048 07	6,479,977 97	753,661 69
1794	3,545,299 00		2,752,523 04	2,743,771 13	9,041,593 17	1,151,924 17
1795	4,362,541 72		2,947,059 06	2,841,639 37	10,151,240 15	516,442 61
1796	2,551,303 15		3,239,347 68	2,577,126 01	8,367,776 84	888,995 42
1797	2,836,110 52		3,172,516 73	2,617,250 12	8,625,877 37	1,021,899 04
1798	4,651,710 42		2,955,875 90	2,976,032 09	8,583,618 41	617,451 43
1799	6,480,166 72		2,815,651 41	1,706,578 84	11,002,396 97	2,161,867 77
1800	7,411,369 97		3,402,601 04	1,138,563 11	11,952,534 12	2,623,311 99
1801	4,981,669 90		4,411,830 06	2,879,876 98	12,273,376 94	3,295,391 00
1802	3,737,079 91		4,239,172 16	5,294,235 24	13,270,487 31	5,020,697 64
1803	4,002,824 24		3,949,462 36	3,306,697 07	11,258,983 67	4,825,811 60
1804	4,452,858 91		4,185,048 74	3,977,206 07	12,615,113 72	4,037,005 26
1805	6,357,234 62		2,657,114 22	4,583,960 63	13,592,309 47	3,999,388 99
1806	6,080,209 36		3,368,968 26	5,572,018 64	15,021,196 26	4,538,123 80
1807	4,984,572 89		3,369,578 48	2,938,141 62	11,292,292 96	9,643,850 07
1808	6,504,338 85		2,557,074 23	7,701,288 96	16,762,702 04	9,941,809 96
1809	7,414,672 14		2,866,074 90	3,586,479 26	13,867,226 30	3,848,056 78
1810	5,311,082 28		3,163,671 09	4,835,241 12	13,309,994 49	2,672,276 57
1811	5,592,604 86		2,585,435 57	5,414,564 43	13,592,604 46	3,502,305 80
1812	17,629,498 70		2,451,279 57	1,998,349 28	22,279,121 15	3,862,217 41
1813	28,082,396 92		3,599,455 22	7,508,668 22	39,190,580 36	5,196,542 00
1814	30,127,646 38		4,593,239 04	3,307,304 90	38,028,230 32	1,727,848 63
1815	26,953,571 00		5,990,090 24	6,638,932 11	39,582,493 35	13,106,592 98
1816	23,373,432 58		7,822,923 34	17,048,139 50	48,244,495 51	22,033,519 19
1817	15,454,609 92		4,536,282 55	20,886,753 57	40,877,646 04	14,989,465 48
1818	13,808,673 78		6,209,954 03	15,086,247 59	35,104,875 40	1,476,526 74
1819	16,300,273 44		5,211,730 56	2,492,195 73	24,004,199 73	2,079,992 38
1820	13,134,530 57		5,151,004 32	3,477,489 96	21,763,024 85	1,198,461 21
1821	9,727,479 07		5,126,073 79	3,241,019 83	19,090,572 69	1,641,592 24
1822	10,737,643 51		5,172,788 79	2,676,160 33	17,676,592 63	4,237,427 55
1823	9,784,154 59		4,922,475 40	607,541 01	15,314,171 00	9,463,922 81
1824	15,330,144 71		4,943,537 93	11,624,835 83	31,898,538 47	1,946,597 13
1825	11,490,459 94		4,366,757 40	7,728,587 38	23,585,804 72	5,201,650 43
1826	13,062,316 27		3,975,542 95	7,065,539 24	24,103,398 46	6,358,686 18
1827	12,653,095 65		3,486,071 51	6,517,596 22	22,656,764 04	6,688,286 10
1828	13,896,041 45		3,098,800 60	9,064,637 47	25,459,479 52	5,972,435 81
1829	12,641,210 40		2,542,843 23	9,806,304 77	25,044,358 40	5,755,704 79
1830	13,229,533 33		1,912,574 93	9,443,173 29	24,585,281 55	6,014,539 75
1831	13,864,067 90		1,373,748 74	14,800,629 42	30,038,446 12	4,502,914 45
1832	16,516,388 77		772,561 50	77,067,747 79	34,356,698 06	2,011,777 55
1833	22,713,755 11		303,796 87	1,239,746 51	24,257,298 49	11,704,905 31
1834	18,425,417 25		202,152 98	5,974,412 21	24,601,982 44	8,892,858 42
1835	17,514,950 29		57,863 08	328 20	17,573,141 56	26,749,803 96
1836	30,868,164 04				30,668,164 04	46,708,436 00
1837	37,243,214 24				37,265,037 15	37,327,252 69
1838	33,849,718 08		14,996 42	5,590,723 79	39,455,438 35	36,891,196 94
1839	26,496,948 73		399,833 89	10,718,153 53	37,614,936 15	33,157,503 68
1840	24,139,920 11		174,598 02	3,912,015 62	28,226,533 81	29,963,163 46
1841	26,196,840 29		284,977 55	5,315,712 19	31,797,530 03	28,685,111 08
1842	24,361,336 59		773,549 85	7,801,990 09	32,936,876 53	30,521,979 44
1843	11,256,508 60		523,533 91	338,012 64	12,118,105 15	39,186,244 74
1844	20,650,108 01		1,833,452 13	11,158,450 71	33,642,010 85	36,742,829 62
1845	21,895,369 61	\$18,231 43	1,040,458 18	7,536,349 49	30,490,408 71	36,194,274 81
1846	26,418,459 59		842,783 27	371,100 04	27,632,282 90	38,261,959 65
1847	53,801,569 37		1,119,214 72	5,600,067 65	60,520,851 74	33,079,276 43
1848	45,247,454 77		2,390,765 88	13,036,922 54	60,655,143 19	29,416,612 45
1849	39,933,542 61	\$2,865 81	3,565,535 78	12,804,478 54	56,386,422 74	32,827,082 69
1850	37,165,990 09		3,782,393 03	3,656,335 14	44,604,718 26	35,871,753 31
1851	44,054,717 66		3,696,760 75	654,912 71	48,476,104 31	40,158,333 25
1852	40,389,954 56		4,000,297 80	2,152,293 05	46,712,608 89	43,338,860 02
1853	44,078,156 35		3,665,832 74	6,412,574 01	54,577,061 74	50,261,901 09
1854	51,967,528 42	\$877,818 69	3,070,926 69	17,556,986 95	75,473,170 75	48,591,073 41
1855	56,316,197 72		2,314,464 99	6,662,065 86	66,164,775 96	47,777,679 13
1856	66,772,527 64		1,953,822 37	3,614,618 68	72,796,341 57	49,108,229 80
1857	62,041,143 70		1,593,265 23	3,276,606 05	71,274,587 37	46,802,855 00
1858	72,330,437 17		1,652,055 67	7,505,250 82	82,062,186 74	35,113,324 22
1859	66,355,950 07		2,637,649 70	14,685,043 15	83,678,642 92	33,193,248 60
1860	60,150,954 71		3,144,120 94	13,854,250 00	77,055,125 65	32,979,530 78
1861	62,616,055 78		4,034,157 30	18,737,100 00	85,387,313 08	30,963,857 83
1862	456,379,896 81		13,190,344 84	96,097,322 09	565,667,563 74	46,965,304 87
1863	694,004,575 56		24,729,700 62	181,081,035 07	899,815,911 25	36,523,046 12
1864	811,283,679 14		53,685,421 69	430,572,014 03	1,295,541,114 86	136,434,738 44

July 1, 1843, to June 30, 1843.

TABLE H.—Statement of the expenditures of the United States.

Year.	War.	Navy.	Indians.	Pensions.	Miscellaneous.
1865	\$1,030,690,400 06	\$122,617,434 07	\$5,059,360 71	\$16,347,621 34	\$42,989,383 10
1866	283,154,676 06	43,285,662 00	3,295,729 32	15,605,549 88	40,613,114 17
	3,568,632,312 28	717,551,816 39	103,369,211 42	119,607,656 01	643,604,554 33
	*3,621,780 07	*77,992 17	*53,286 61	*9,737 87	*718,769 52
1867	3,572,260,092 35	717,629,808 56	103,422,498 03	119,617,393 88	644,323,323 85
	95,224,415 63	31,034,011 04	4,642,531 77	20,936,551 71	51,116,223 72
1868	123,246,648 62	25,775,502 72	4,100,682 32	23,782,386 78	53,009,867 67
1869	78,501,990 61	20,000,757 97	7,042,923 06	28,476,621 78	56,474,061 53
1870	57,655,675 40	21,780,229 87	3,407,938 15	29,340,202 17	53,237,461 56
1871	35,799,991 82	19,431,027 21	7,426,997 44	34,443,894 88	60,421,916 23
1872	35,372,157 20	21,249,809 99	7,061,728 82	28,533,402 76	60,984,757 42
	3,998,060,971 63	856,901,147 36	137,105,299 59	284,130,453 96	979,621,611 82

* Outstanding.

NOTE.—This statement is made from warrants paid by the Treasurer up to June 30, 1866. The balance in the Treasury June 30, 1872, by this statement, is \$134,666,001. 85, from which should be 30, 1872, \$106,564,356. 94.

REPORT OF THE SECRETARY OF THE TREASURY. 17

States from March 4, 1789, to June 30, 1872—Continued.

Year.	Net ordinary expenditures.	Premiums.	Interest.	Public debt.	Gross expenditures.	Balance in Treasury at the end of the year.
1785	\$1,217,704,199 28	\$1,717,900 11	\$77,395,090 30	\$609,616,141 68	\$1,906,433,331 37	\$33,933,657 89
1866	385,954,731 43	58,476 51	133,067,624 91	620,263,249 10	1,139,344,081 95	165,301,654 76
	5,152,771,550 43	7,611,003 56	502,689,519 27	2,374,677,103 12	8,037,749,176 38	
	*4,481,566 24	.....	*2,828 48	*100 31	*4,484,555 03	*4,484,555 03
	5,157,253,116 07	7,611,003 56	502,692,407 75	2,374,677,203 43	8,042,233,731 41	160,817,099 73
1867	202,947,733 87	10,813,349 38	143,781,501 91	735,536,980 11	1,093,079,655 27	198,076,537 09
1868	229,915,088 11	7,001,151 04	140,424,045 71	692,549,685 89	1,069,889,970 74	158,936,082 87
1869	190,406,354 95	1,674,680 05	130,694,242 80	261,912,718 31	584,777,096 11	183,781,985 76
1870	164,421,507 15	15,996,555 60	129,235,498 00	393,254,282 13	702,907,842 88	177,604,116 51
1871	157,583,827 58	9,016,794 74	125,576,565 93	399,503,670 65	691,680,858 90	138,019,122 15
1872	153,201,856 19	6,958,266 76	117,357,839 72	405,007,307 54	682,525,270 21	134,666,001 85
	6,255,819,484 52	59,071,801 13	1,289,762,191 82	5,262,441,848 05	12,867,095,325 52	.....

warrants.

outstanding warrants are then added, and the statement is by warrants issued from that date. The deducted the amount deposited with the States, \$23,101,644.91, leaving the net available balance, June

TABLE I.—Statement of the differences between the several accounts showing the outstanding principal of the public debt, with an explanation thereof, so far as the examination of the accounts has progressed.

The statement of receipts (Table G) shows the amount which has been covered into the Treasury, as derived from loans and Treasury notes, from the organization of the Government to and including June 30, 1872, to have been	\$7,399,583,085 36
The statement of expenditures (Table H) shows the payments from the Treasury for the redemption and purchase of loans and Treasury notes for the same period to have been	5,262,441,848 05
Showing the principal outstanding by these tables, June 30, 1872	2,137,146,247 33
The actual outstanding principal, at that date, as shown by Tables F and O, and by the debt statement of July 1, 1872, was	2,253,251,328 78
Showing	116,105,081 45

more outstanding and unpaid principal by the debt statement, and by Tables F and O, than by the receipts and expenditures, Tables G and H. (This amount differs from the amount as given in the finance report of last year (1871) by \$250, which is explained in a note on page 6, *ante*.)

This difference of \$116,105,081.45 is thus explained: The following stocks were issued in payment of various debts and claims, but in the transaction no money ever came into the Treasury. When the stock matured it was paid out of the general funds then in the Treasury. This showed an expenditure where there had been no corresponding receipt, and, of course, a statement of the debt made from the receipts and expenditures on account of loans and Treasury notes would not be correct unless these items were added to the receipt side of the account. This cannot be done until legislation has been had authorizing it:

French farmers-general loan	\$153,688 98
French loan of eighteen million livres	3,267,000 00
Spanish loan of 1781	174,817 13
French loan of ten million livres	1,815,600 00
French loan of six million livres	1,089,000 00
Balance of supplies due France	24,332 46
Dutch loan of 1782	2,600,000 00
Dutch loan of 1784	800,000 00
Debt due foreign officers	126,988 73
Dutch loan of 1787	400,000 00
Dutch loan of 1788	400,000 00
Interest due on the foreign debt	1,771,496 90
Domestic debt of the Revolution, <i>estimated</i>	63,918,473 44

The above are the details (so far as the progress of the examination has developed them) of the item in the finance report of 1871, (page 20,) "Revolutionary debt, *estimated*, \$78,000,000."

Mississippi-purchase stock	4,922,151 19
Louisiana-purchase stock	11,950,000 00
Washington and Georgetown debt assumed by the United States	1,500,000 00
United States Bank subscription stock	7,000,000 00
Six per cent. Navy stock	711,700 00
Texas-purchase stock	5,000,000 00
Mexican indemnity stock	303,573 92
Bounty-land scrip	233,075 00
Tompkins fraud in loan of 1796	1,000 00

The following amounts represent the discounts suffered in placing the loans named; only the money actually received was covered into the Treasury. The difference between this and the face value of the stock issued was the discount. To make the receipts and expenditures on the loan accounts correct, these discounts should be credited to the loans as receipts and charged to a discount account. This also requires legislation to enable it to be done:

Loan of 1796	10,000 00
Loan of February, 1813	2,109,377 43
Loan of August, 1813	998,581 85
Ten-million loan of 1814	1,963,895 25
Six-million loan of 1814	1,076,826 97
Undesignated stock of 1814	93,468 35
Loan of March, 1815	538,820 33
Loan of February, 1861	2,019,776 10

The foregoing are the details of the difference of \$116,105,081.45, so far as the examination of the public-debt accounts has progressed. There still remains to be explained

Which is the resultant error arising out of differences yet to be discovered and reconciled. The full details of this item can only be given after the accounts have all been examined and corrected, and the amount of it may be increased or diminished when the examination of the domestic debt of the Revolution shall have shown what its true amount is.

Total	116,105,081 45
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TABLE K.—Statement showing the condition of the sinking-fund, from its institution in May, 1869, to and including June 30, 1872.

THE SECRETARY OF THE TREASURY IN ACCOUNT WITH SINKING-FUND.

Cr.

Dr.

Date.	To ½ of 1 per cent. on the principal of the public debt, being for the three months from April 1 to June 30, 1868.	June 30, 1869.	June 30, 1869.	By amount of principal purchased, \$8,691,000, liquidating \$1,000 donation, estimated in gold.	June 30, 1869.	Cr.
July 1, 1868..	To interest on \$8,691,000, being amount of principal of public debt purchased during fiscal year 1869 on this account.....	\$6,589,919 63		By accrued interest on the amount of purchases in 1869.....		\$7,961,437 30
June 30, 1869..	Balance to new account.....	196,580 00				136,362 56
		672,020 23				
		7,397,829 86				7,397,829 86
July 1, 1869..	To 1 per cent. on the principal of the public debt on June 30, 1869, \$2,358,452,213.94.....	25,864,592 14		By balance from last year.....		672,020 23
June 30, 1870..	To interest on \$8,691,000, amount of redemption in 1869.....	521,460 00		By amount of principal purchased, \$28,151,900, estimated in gold.....		25,862,143 57
	To interest on \$28,151,900, amount of principal of public debt purchased during fiscal year 1870 on this account.....	1,954,897 00		By accrued interest on account of purchases in 1870.....		351,003 54
		27,660,879 14		By balance to new account.....		744,711 80
July 1, 1870..	To balance from last year.....	744,711 80				27,660,879 14
June 30, 1871..	To 1 per cent. on the principal of the public debt on June 30, 1870, \$2,480,672,427.81.....	24,806,724 28		By amount of principal purchased, \$29,936,250, estimated in gold.....		28,694,017 73
	To interest on redemption of 1869, \$8,691,000.....	521,460 00		By accrued interest on account of purchases in 1871.....		367,792 53
	To interest on redemption of 1870, \$28,151,900.....	1,689,114 00		By balance to new account.....		257,474 32
	To interest on \$29,936,250, amount of principal of public debt purchased during fiscal year 1871 on this account.....	1,557,964 50				
		29,319,274 58				29,319,274 58
July 1, 1871..	To balance from last year.....	257,474 32		By amount of principal purchased, \$32,618,450, estimated in gold.....		32,948,645 22
June 30, 1872..	To 1 per cent. on the principal of the public debt on June 30, 1871, \$2,533,311,332.32.....	23,532,113 32		By accrued interest on account of purchases in 1872.....		430,908 38
	To interest on redemption of 1869, \$8,691,000.....	521,460 00				
	To interest on redemption of 1870, \$28,151,900.....	1,689,114 00				
	To interest on redemption of 1871, \$29,936,250.....	1,796,175 00				
	To interest on redemption of \$32,618,450, amount of principal of public debt purchased during fiscal year 1872 on this account.....	2,059,325 50				
	To balance to new account.....	2,952,891 46				
		32,679,553 60				32,679,553 60

TABLE L.—Statement showing the purchases of bonds on account of the sinking-fund during each fiscal year from its institution in May, 1869, to and including June 30, 1872.

Year ended—	Principal re- deemed.	Premium paid.	Net cost in cur- rency.	Net cost esti- mated in gold.	Interest due at close of fiscal year.	Accrued inter- est paid in coin.	Balance of in- terest due at close of fiscal year.
JUNE 30, 1869.							
Five-twentieths of 1862.....	\$1,691,000 00	\$253,892 84	\$1,437,107 16	\$1,349,970 02	\$16,210 00	\$7,384 60	\$8,825 40
Five-twentieths of March, 1864.....	70,000 00	11,735 00	58,265 00	57,552 82	700 00	218 63	481 37
Five-twentieths of June, 1864.....	1,051,000 00	161,946 45	889,053 55	873,905 61	10,510 00	1,470 40	9,039 58
Five-twentieths of 1865.....	465,000 00	74,989 00	390,011 00	387,566 98	4,650 00	2,683 54	1,966 46
Consols, 1865.....	461,000 00	73,736 80	387,263 20	387,903 98	13,880 00	459 04	13,400 96
Consols, 1867.....	4,718,000 00	749,908 08	5,467,908 08	3,948,586 11	141,540 00	116,038 35	25,507 65
Consols, 1868.....	305,000 00	49,442 50	255,557 50	256,653 90	9,150 00	8,173 98	976 02
Total.....	8,691,000 00	1,374,850 67	10,065,850 67	7,361,437 30	196,590 00	136,392 56	60,197 44
JUNE 30, 1870.							
Five-twentieths of 1862.....	3,549,050 00	493,479 49	4,042,529 49	3,983,099 51	180,919 50	45,994 49	114,925 01
Five-twentieths of March, 1864.....	85,000 00	15,748 67	69,251 33	75,658 54	5,350 00	1,080 99	4,269 01
Five-twentieths of June, 1864.....	3,971,000 00	596,189 91	4,567,189 91	3,647,189 49	165,834 00	49,940 00	115,888 00
Five-twentieths of 1865.....	17,590,250 00	361,753 43	17,952,003 43	10,681,636 90	105,257 50	37,113 53	98,143 97
Consols, 1865.....	11,382,150 00	1,484,778 57	12,866,928 57	10,661,736 97	485,421 50	145,118 29	349,903 21
Consols, 1867.....	5,862,550 00	861,763 73	6,724,313 73	5,306,810 90	302,734 50	66,111 51	336,622 99
Consols, 1868.....	346,500 00	53,363 95	293,136 05	306,573 16	19,360 00	5,238 73	14,141 97
Total.....	98,151,900 00	3,747,053 68	101,898,953 68	75,893,143 57	1,254,697 00	351,003 54	903,883 46
JUNE 30, 1871.							
Five-twentieths of 1862.....	2,792,950 00	397,607 56	3,190,557 56	2,690,309 05	145,975 00	38,657 80	109,317 90
Five-twentieths of March, 1864.....	50,500 00	9,277 20	40,222 80	48,580 88	1,940 00	368 35	4,851 65
Five-twentieths of June, 1864.....	3,967,350 00	540,569 63	4,507,919 63	3,647,189 49	201,375 00	51,703 46	140,671 54
Five-twentieths of 1865.....	6,768,600 00	574,923 00	7,343,523 00	6,525,811 49	331,053 50	194,350 54	536,673 98
Consols, 1865.....	10,924,500 00	1,500,046 70	12,424,546 70	9,708,367 78	592,117 00	109,383 98	412,061 00
Consols, 1867.....	6,194,000 00	581,104 01	6,775,104 01	5,306,810 90	302,734 50	70,678 13	281,055 97
Consols, 1868.....	504,000 00	4,784 61	499,215 39	506,573 16	19,360 00	5,238 73	14,141 97
Total.....	98,151,900 00	3,747,053 68	101,898,953 68	75,893,143 57	1,254,697 00	351,003 54	903,883 46

Five-twentieths of 1862.....	6,417,650 00	764,855 31	7,181,905 31	6,345,351 98	437,440 00	75,179 43	352,669 57
Five-twentieths of March, 1864.....	3,417,450 00	438,658 16	4,043,396 16	3,575,923 65	946,864 50	1,338 70	7,555 30
Five-twentieths of June, 1864.....	3,695,450 00	436,858 70	4,072,034 70	3,594,747 85	946,562 00	57,419 57	184,751 70
Five-twentieths of 1865.....	11,784,900 00	1,436,959 46	13,925,859 46	11,660,765 89	707,334 00	140,544 31	285,741 73
Consols, 1865.....	6,958,900 00	1,853,600 15	7,792,500 15	6,963,777 39	417,534 00	108,457 92	555,045 73
Consols, 1867.....	85,850 00	9,951 63	95,801 63	84,565 02	5,151 00	1,366 95	309,046 03
Consols, 1868.....							3,764 05
Total.....	32,618,450 00	3,935,050 34	36,553,500 34	32,946,645 92	2,059,325 50	430,908 38	1,628,417 12
Grand total.....	99,397,600 00	11,599,585 89	110,997,185 89	94,097,943 82	5,068,077 00	1,266,067 01	3,781,989 99

TABLE M.—Statement showing the purchases of bonds in excess of the amount required for the sinking-fund during each fiscal year from the commencement of the purchases in May, 1869, to and including June 30, 1872.

Year end—	Principal re- deemed.	Premium paid.	Net cost in currency.	Net cost esti- mated in gold.	Interest due at close of fiscal year.	Accrued inter- est paid in coin.	Balance of in- terest due at close of fiscal year.
JUNE 30, 1870.							
Five-twenties of 1862.	\$9,875,350 00	\$1,438,465 74	\$11,413,715 74	\$9,096,361 36	\$502,456 55	\$110,968 99	\$391,487 56
Five-twenties of March, 1864.	597,400 00	116,951 00	714,351 00	532,078 21	40,948 00	9,621 13	31,326 87
Five-twenties of June, 1864.	11,742,700 00	1,767,653 37	13,510,353 37	10,680,518 21	589,697 55	146,031 16	443,666 39
Five-twenties, 1865	7,630,350 00	1,102,967 36	8,733,317 36	7,051,018 61	328,437 85	94,005 47	234,433 38
Consols, 1865	36,118,300 00	5,942,087 61	41,360,387 61	32,775,094 65	1,861,918 50	463,633 72	1,378,284 78
Consols, 1867	18,428,900 00	2,922,445 92	21,349,345 92	16,374,250 02	1,037,727 00	506,748 91	830,978 79
Consols, 1868	2,105,500 00	364,879 14	2,470,379 14	1,889,116 40	123,495 00	23,141 97	100,353 73
Total.	86,586,200 00	12,955,449 44	99,541,649 44	78,308,437 46	4,484,680 45	1,074,149 95	3,410,330 50
JUNE 30, 1871.							
Five-twenties of 1862.	7,065,350 00	725,443 91	8,490,693 91	7,517,031 86	315,985 00	88,115 14	237,749 86
Five-twenties of March, 1864.	100,500 00	10,862 95	111,362 95	100,135 51	1,335 00	196 94	1,138 06
Five-twenties of June, 1864.	7,145,950 00	657,670 36	7,803,620 36	6,985,994 28	280,772 50	88,675 02	192,097 48
Five-twenties, 1865	9,117,750 00	877,459 15	9,995,209 15	8,875,458 67	362,211 00	90,147 01	272,063 99
Consols, 1865	24,476,800 00	2,348,715 50	26,825,515 50	22,917,450 48	968,462 00	355,280 04	633,201 96
Consols, 1867	10,741,500 00	1,011,485 32	11,753,035 32	10,430,637 44	478,047 00	153,991 14	324,055 96
Consols, 1868	163,000 00	16,802 91	180,402 91	139,625 18	6,813 00	2,780 76	4,032 24
Total.	59,441,400 00	5,648,438 50	65,089,838 50	57,969,533 42	2,433,925 50	779,196 05	1,654,339 45
JUNE 30, 1872.							
Five-twenties of 1862.	12,364,000 00	1,359,618 69	13,723,618 69	12,317,868 38	354,467 00	132,389 84	222,077 16
Five-twenties of March, 1864.	54,000 00	6,549 90	60,549 90	53,884 81	1,090 00	389 99	630 08
Five-twenties of June, 1864.	4,299,550 00	495,186 15	4,794,736 15	4,379,233 48	104,153 50	46,696 09	57,527 41
Five-twenties, 1865	1,868,400 00	309,629 63	2,178,029 63	1,856,868 91	49,336 00	16,649 94	24,686 04
Consols, 1865	7,009,700 00	999,620 72	8,009,320 72	7,875,863 64	227,501 00	155,867 37	81,633 63
Consols, 1867	705,750 00	95,071 84	800,821 84	703,446 94	31,285 00	13,956 70	7,338 30
Consols, 1868	8,950 00	1,170 36	10,120 36	8,918 01	383 50	13,186 94	7,96 56
Total.	27,910,350 00	3,168,450 56	30,378,800 56	27,098,063 47	769,206 00	306,096 89	402,179 16
Grand total.	173,227,050 00	21,770,336 53	195,000,986 53	153,376,054 35	7,060,471 95	2,210,459 89	5,467,049 13

Note.—This and the preceding table show the entire amount of bonds purchased from the commencement of the purchases to and including June 30, 1872. In this column, the amount is included to the date at the end of Table N.

TABLE N.—Statement showing the purchase of bonds from May, 1899, to September 30, 1872.

Date of purchase.	Opening price of gold.	Principal.	Amount paid.	Current value of interest accrued on bonds bought "flat."	Net cost.	Net cost estimated in gold.	Average rate of premium on each purchase.	Average cost in chain.	Average rate of premium on total purchases to date.	Average cost in gold of total purchases to date.
May 18 1899.	1384	\$1,000,000.00	\$1,155,070.00	\$2,504.36	\$1,152,565.64	\$892,177.36	15.96	83.22	.....	.....
19	142	70,000.00	81,718.00	.....	81,718.00	57,548.45	16.74	85.21	.....	.....
19	142	1,000,000.00	1,108,512.00	.....	1,108,512.00	822,895.85	16.75	85.21	.....	.....
June 27	1394	1,000,000.00	1,153,581.50	.....	1,153,581.50	826,940.14	15.36	82.69	15.84	82.73
3	1384	1,000,000.00	1,164,058.90	711.78	1,164,770.68	842,510.43	16.48	84.25	.....	.....
10	1384	1,000,000.00	1,161,967.00	.....	1,161,967.00	838,208.84	16.20	83.52	.....	.....
16	1384	1,000,000.00	1,155.00	.....	1,155.00	835.44	15.50	83.54	.....	.....
17	1384	1,000,000.00	1,152,950.00	.....	1,152,950.00	833,960.21	15.30	83.40	.....	.....
23	1374	1,620,000.00	1,870,402.50	.....	1,870,402.50	1,364,012.76	15.46	84.20	.....	.....
26	1374	1,000,000.00	1,154,228.25	.....	1,154,228.25	842,347.62	15.62	84.23	.....	.....
July 1	1374	1,000,000.00	1,158,098.75	.....	1,158,098.75	842,253.63	15.81	84.22	15.82	83.55
9	1374	3,000,000.00	3,496,474.00	.....	3,496,474.00	2,552,170.80	16.54	85.07	.....	.....
3	1366	3,000,000.00	3,518,044.00	.....	3,518,044.00	2,586,797.06	17.97	90.23	.....	.....
14	1378	3,000,000.00	3,607,622.90	.....	3,607,622.90	2,636,113.12	90.25	87.54	.....	.....
15	1377	3,000,000.00	1,201,850.00	.....	1,201,850.00	877,262.77	90.18	87.73	.....	.....
21	1354	3,000,000.00	3,604,028.80	.....	3,604,028.80	2,664,221.12	90.16	86.81	.....	.....
28	1364	3,000,000.00	3,604,859.00	.....	3,604,859.00	2,640,922.34	90.16	86.03	.....	.....
29	1354	2,000,000.00	1,201,570.55	.....	1,201,570.55	845,134.84	90.16	86.51	17.85	85.93
August 4	1366	2,000,000.00	2,431,136.80	.....	2,431,136.80	1,787,600.59	91.56	86.34	.....	.....
11	1354	2,000,000.00	2,422,038.27	.....	2,422,038.27	1,787,462.12	91.10	86.37	.....	.....
12	1354	1,000,000.00	1,194,931.70	.....	1,194,931.70	887,276.00	19.89	86.73	.....	.....
18	1354	2,000,000.00	2,378,781.81	.....	2,378,781.81	1,788,557.75	18.94	86.43	.....	.....
25	1334	2,000,000.00	2,380,539.01	.....	2,380,539.01	1,793,275.07	19.48	86.66	.....	.....
September 1	1334	2,000,000.00	1,196,247.80	.....	1,196,247.80	893,555.78	19.63	86.36	18.48	86.87
8	1334	2,000,000.00	2,401,991.00	.....	2,401,991.00	1,800,930.46	90.10	90.05	.....	.....
9	1336	2,000,000.00	2,356,000.00	.....	2,356,000.00	1,732,352.94	17.80	86.62	.....	.....
15	1354	2,000,000.00	1,183,972.53	.....	1,183,972.53	871,368.92	18.40	87.14	.....	.....
15	1366	2,000,000.00	2,360,639.55	.....	2,360,639.55	1,740,792.04	18.48	87.04	.....	.....
22	1371	2,000,000.00	2,337,637.62	.....	2,337,637.62	1,697,029.12	16.68	84.85	.....	.....
23	1411	1,000,000.00	1,165,546.50	.....	1,165,546.50	892,982.17	16.55	84.30	.....	.....
25	1363	3,000,000.00	3,537,158.16	.....	3,537,158.16	2,647,074.14	17.91	86.24	.....	.....
29	1338	3,000,000.00	3,473,533.12	.....	3,473,533.12	2,599,463.51	15.78	86.65	.....	.....
October 7	1340	2,000,000.00	2,319,139.18	.....	2,319,139.18	1,783,953.22	15.96	86.20	.....	.....
7	1341	1,000,000.00	1,159,945.10	.....	1,159,945.10	894,610.18	15.99	86.46	.....	.....
13	1314	2,000,000.00	1,78,187.69	.....	1,78,187.69	135,891.47	16.08	84.53	.....	.....
13	1304	2,000,000.00	2,318,863.53	.....	2,318,863.53	1,782,043.06	15.94	89.10	.....	.....
30	1330	2,000,000.00	2,314,079.00	.....	2,314,079.00	1,780,060.77	15.70	89.00	.....	.....

TABLE N.—Statement showing the purchases of bonds from May, 1869, to September 30, 1872—Continued.

Date of purchase.	Opening price of gold.	Principal.	Amount paid.	Currency value of interest accrued on bonds bought.	Net cost.	Net cost estimated in gold.	Average rate of premium on each purchase.	Average cost in gold of each purchase.	Average rate of premium on total purchases to date.	Average cost in gold of total purchases to date.
October 1869.										
October 31	1304	\$1,000,000 00	\$1,152,000 00		\$1,152,000 00	\$885,302 59	15.30	88.53	17.80	87.50
November 3	1304	2,000,000 00	2,292,600 00		2,292,600 00	1,761,844 38	14.63	88.09		
November 3	1278	2,000,000 00	2,257,255 21		2,257,255 21	1,768,662 96	12.66	88.43		
November 3	1284	1,000,000 00	1,186,843 74		1,186,843 74	889,906 21	12.68	88.99		
November 4	1284	1,000,000 00	1,150,080 29		1,150,080 29	891,680 39	12.91	89.17		
November 5	1284	200,000 00	227,580 43	\$167 43	227,413 00	179,773 12	12.97	89.31		
November 5	1284	433,000 00	494,158 94	2,917 87	491,241 07	386,751 83	12.99	89.33		
November 10	1284	2,000,000 00	2,259,000 00		2,259,000 00	1,760,499 61	12.83	88.02		
November 17	1274	1,000,000 00	1,180,039 09		1,180,039 09	1,775,035 35	12.83	88.75		
November 17	1274	1,000,000 00	1,180,039 09		1,180,039 09	888,139 95	12.90	88.81		
November 24	1284	2,000,000 00	2,392,483 67		2,392,483 67	2,671,960 54	12.35	89.04	16.97	87.48
December 2	1284	2,000,000 00	2,206,992 81		2,206,992 81	1,807,156 41	10.37	90.30		
December 2	1284	1,000,000 00	1,104,659 61		1,104,659 61	901,971 06	12.41	90.33		
December 8	1239	2,000,000 00	2,248,236 56		2,248,236 56	1,818,563 78	11.98	91.96		
December 15	1214	2,000,000 00	2,239,710 90		2,239,710 90	1,838,598 27	11.84	91.96		
December 16	1214	1,000,000 00	1,118,412 34		1,118,412 34	919,557 94	10.80	92.24		
December 22	1201	2,000,000 00	2,215,965 83		2,215,965 83	1,844,733 96	11.02	92.61		
December 29	1191	2,000,000 00	2,230,427 12		2,230,427 12	1,852,965 40	11.05	92.64	16.13	88.50
December 30	1191	1,000,000 00	1,110,507 80		1,110,507 80	956,388 15	11.05	92.64		
1870.										
January 5	1193	2,000,000 00	2,246,565 03		2,246,565 03	1,876,071 01	12.33	93.50		
January 11	1204	2,000,000 00	2,257,700 49		2,257,700 49	1,882,367 75	14.54	93.51		
January 11	1204	2,000,000 00	2,257,700 49		2,257,700 49	1,882,367 75	14.54	93.51		
January 13	1211	1,000,000 00	1,141,010 09	33 56	1,141,043 65	938,974 98	14.69	93.63		
January 13	1211	1,000,000 00	1,141,010 09		1,141,010 09	938,137 79	14.10	93.81		
January 19	1214	2,000,000 00	2,281,555 49		2,281,555 49	1,877,883 45	14.08	93.89		
January 27	1212	2,000,000 00	2,142,873 27		2,142,873 27	1,806,780 55	14.29	93.68	15.94	88.55
February 10	1203	1,000,000 00	1,126,500 00		1,126,500 00	932,919 25	12.65	93.30		
February 11	1203	50,000 00	56,325 00		56,325 00	46,888 66	12.65	93.78		
February 24	1178	1,000,000 00	1,115,764 80		1,115,764 80	946,577 94	11.57	94.86		
February 24	1178	1,000,000 00	1,117,488 85		1,117,488 85	950,043 66	11.72	95.04	15.79	88.73
March 8	1163	1,000,000 00	1,107,377 35		1,107,377 35	931,559 61	10.74	95.16		
March 10	1111	1,000,000 00	1,067,347 35		1,067,347 35	883,107 39	6.73	96.16		
March 17	1119	1,000,000 00	1,067,440 37		1,067,440 37	883,107 39	6.73	96.16		
March 17	1119	1,000,000 00	1,067,440 37		1,067,440 37	883,107 39	6.73	96.16		
March 24	1119	1,000,000 00	1,067,440 37		1,067,440 37	883,107 39	6.73	96.16		
March 27	1113	1,000,000 00	1,070,574 91		1,070,574 91	883,107 39	6.73	96.16	15.48	88.04
March 27	1113	1,000,000 00	1,070,574 91		1,070,574 91	883,107 39	6.73	96.16	15.48	88.04
April 13	1114	1,000,000 00	1,073,953 37		1,073,953 37	883,107 39	6.73	96.16	15.48	88.04

REPORT OF THE SECRETARY OF THE TREASURY.

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		1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280
May	1	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000					

1871.

TABLE N.—Statement showing the purchases of bonds from May, 1869, to September 30, 1872—Continued.

Date of purchase.	Opening price of gold.	Principal.	Amount paid.	Currency value of interest accrued on bonds bought "flat."	Net cost.	Net cost estimated in gold.	Average rate of premium on each purchase.	Average cost in gold of each purchase.	Average rate of premium on total purchases to date.	Average cost in gold of total purchases to date.
February 15, 1871.	111 1/2	\$2,000,000 00	\$2,184,170 19		\$2,184,170 19	\$1,963,299 05	9.21	98.16	12.08	91.99
31	111 1/2	2,000,000 00	2,191,633 24		2,191,633 24	1,970,007 41	9.58	98.50		
March 1	110 1/2	2,000,000 00	2,198,585 00		2,198,585 00	1,983,842 16	9.98	98.19		
8	111 1/2	2,000,000 00	2,199,570 48		2,199,570 48	1,977,142 00	9.98	98.85		
15	111 1/2	2,000,000 00	2,191,702 96		2,191,702 96	1,967,859 00	9.58	98.39		
22	110 1/2	2,000,000 00	2,188,829 83		2,188,829 83	1,974,139 19	9.94	98.71		
29	110 1/2	2,000,000 00	2,183,254 76		2,183,254 76	1,980,276 42	9.16	99.01	12.52	92.34
April 3	110 1/2	2,000,000 00	2,235,807 30		2,235,807 30	2,113,884 08	9.17	99.02		
5	110 1/2	2,000,000 00	2,295,500 00		2,295,500 00	2,085,730 46	9.85	99.52		
12	110 1/2	2,000,000 00	2,197,016 24		2,197,016 24	1,995,022 24	9.85	99.75		
19	111 1/2	2,000,000 00	2,317,193 80		2,317,193 80	2,071,730 17	10.57	99.06	12.41	92.71
26	110 1/2	2,000,000 00	2,215,181 72		2,215,181 72	1,997,909 10	10.78	99.96		
May 3	111 1/2	2,000,000 00	2,221,571 71		2,221,571 71	1,998,164 64	11.16	99.92		
10	111 1/2	2,000,000 00	2,223,162 54		2,223,162 54	1,998,348 35	11.45	99.92		
17	111 1/2	2,000,000 00	2,226,989 07		2,226,989 07	1,992,392 46	11.21	99.63		
24	111 1/2	2,000,000 00	2,234,133 69		2,234,133 69	1,992,504 98	11.21	99.63		
31	111 1/2	2,000,000 00	2,225,697 79		2,225,697 79	1,989,450 54	11.28	99.47	12.35	93.04
June 7	112 1/2	2,000,000 00	2,115,811 40		2,115,811 40	1,994,041 33	11.58	99.40		
14	112 1/2	2,000,000 00	1,114,175 30		1,114,175 30	991,479 69	11.42	99.15		
21	112 1/2	2,000,000 00	1,116,587 05		1,116,587 05	993,625 85	11.67	99.36		
28	113 1/2	2,000,000 00	1,118,691 60		1,118,691 60	998,896 65	11.87	99.99	12.34	93.16
5	113 1/2	2,000,000 00	1,132,384 49		1,132,384 49	997,695 59	12.34	99.71		
12	113 1/2	2,000,000 00	1,124,692 96		1,124,692 96	999,039 35	12.37	98.91		
19	112 1/2	2,000,000 00	1,124,276 38		1,124,276 38	995,136 33	12.36	98.88		
26	112 1/2	2,000,000 00	1,124,066 99		1,124,066 99	999,632 06	12.31	98.96	12.34	93.26
3	112 1/2	2,000,000 00	1,124,407 63		1,124,407 63	1,002,692 39	12.08	99.06		
10	112 1/2	2,000,000 00	92,509 99		92,509 99	90,094 30	11.99	99.99		
17	112 1/2	2,000,000 00	1,124,127 56		1,124,127 56	999,668 31	12.01	99.97		
24	112 1/2	2,000,000 00	1,121,011 54		1,121,011 54	998,673 98	12.10	99.87		
31	113 1/2	2,000,000 00	1,125,650 84		1,125,650 84	993,832 16	12.56	99.39	12.34	93.25
September 6	113 1/2	2,000,000 00	1,126,461 31		1,126,461 31	991,314 93	12.80	99.13		
13	113 1/2	2,000,000 00	1,127,400 00		1,127,400 00	994,687 44	12.54	99.44		
20	114 1/2	2,000,000 00	2,375,135 99		2,375,135 99	2,037,403 44	14.10	99.34		
27	114 1/2	2,000,000 00	2,397,108 45		2,397,108 45	2,054,400 00	13.14	99.34		
October 4	114 1/2	2,000,000 00	2,397,108 45		2,397,108 45	2,054,400 00	13.14	99.34	12.30	91.59
11	114 1/2	2,000,000 00	2,410,310 00		2,410,310 00	2,071,730 17	12.71	99.06		

TABLE N.—Statement showing the purchases of bonds from May, 1869, to September 30, 1872—Continued.

Date of purchase.	Opening price of	Principal	Amount paid.	Current value of interest accrued on bonds bought "flat."	Net cost.	Net cost estimated in gold.	Average rate of premium on each purchase.	Average cost in gold of each purchase.	Average rate of premium on total purchases to date.	Average cost in gold of total purchases to date.
RECAPITULATION BY LOANS.										
Fifties of 1862.....		\$48,062,950 00	\$53,836,461 40	\$638 14	\$53,835,822 26	46,147,342 90				95.97
Fifties of March, 1864.....		1,113,500 00	1,299,952 23	12 48	1,299,939 75	1,023,605 14			12 00	95.94
Fifties of June, 1864.....		37,054,900 00	41,594,693 75	4,024 32	41,590,669 43	35,131,299 28			16 74	94.81
Fifties of 1865.....		33,168,150 00	36,924,906 60	53 48	36,924,853 12	31,793,383 60			12 24	95.85
Consols of 1865.....		108,293,250 00	121,469,614 93	24,983 68	121,444,631 25	102,776,681 81			11 33	94.90
Consols of 1867.....		54,572,350 00	61,713,353 64	744 92	61,712,610 72	50,453,792 34			12 14	92.45
Consols of 1868.....		3,256,550 00	3,783,767 90	91 90	3,783,676 00	2,922,757 51			13 09	89.75
Total		225,541,650 00	280,625,751 45	30,848 92	280,591,903 53	270,249,002 58			12 27	94.04

NOTE.—The bonded debt of the United States has been reduced by the amount of these bonds which have ceased to bear interest and have been canceled and destroyed. This statement does not include the six-per-cent. bonds converted into fives, nor the redemption of past due and called securities, which have also ceased to bear interest and have been canceled and destroyed. Those items marked (*) are the bonds bought with the proceeds of the interest collected on the bonds previously purchased. These "interest-purchases" were discontinued after the passage of the act of July 14, 1870, (16 Statutes, 272,) authorizing the refunding of the national debt and directing the cancellation and destruction of the bonds purchased. All bonds, whether purchased, redeemed, or received in exchange for other bonds bearing a lower rate of interest, either before or since the date of that act, have ceased to bear interest, and the annual interest-charge has been reduced by the amount of interest that would have been payable on the first two classes, and the difference in rate on the last class, but for such redemption, purchase, or exchange.

TABLE O.—Statement of the outstanding principal of the public debt of the United States, June 30, 1872.

	Length of loan.	When redeemable.	Rate of interest.	Price at which sold.	Amount authorized.	Amount loaned.	Amount outstanding.
OLD DEBT.							
Unclaimed dividends upon debt created prior to 1800, and the principal and interest of the outstanding debt created during the war of 1812, and up to 1837.	.....	On demand ...	5 and 6 per cent.	.....	.....	.....	\$57,665 00
TREASURY NOTES PRIOR TO 1846.							
The acts of October 12, 1837, (5 Statutes, 901;) May 21, 1838, (5 Statutes, 228;) March 31, 1840, (5 Statutes, 370;) February 15, 1841, (5 Statutes, 411;) January 31, 1842, (5 Statutes, 409;) August 31, 1842, (5 Statutes, 581;) and March 3, 1843, (5 Statutes, 614;) authorized the issue of Treasury notes in various amounts, and with interest at rates named therein from 1 mill to 6 per centum per annum.	1 and 2 years	1 and 2 years from date.	1 mill to 6 per cent.	Par .....	.....	.....	82,575 35
TREASURY NOTES OF 1846.							
The act of July 22, 1846, (9 Statutes, 39,) authorized the issue of Treasury notes in such sums as the exigencies of the Government might require; the amount outstanding at any one time not to exceed \$10,000,000, to bear interest at not exceeding 6 per centum per annum, redeemable one year from date. These notes were receivable in payment of all debts due the United States, including customs duties.	1 year	1 year from date.	6 per cent...	Par	\$10,000,000 00	.....	6,000 00
MEXICAN INDEMNITY.							
A proviso in the civil and diplomatic appropriation act of August 10, 1846, (9 Statutes, 94,) authorized the payment of the principal and interest of the fourth and fifth instalments of the Mexican indemnities due April and July, 1844, by the issue of stock, with interest at 5 per centum, payable in five years.	5 years	April and July, 1849.	5 per cent...	Par	350,000 00	\$303,573 92	1,104 91
TREASURY NOTES OF 1847.							
The act of January 28, 1847, (9 Statutes, 118,) authorized the issue of \$23,000,000 Treasury notes, with interest at not exceeding 6 per centum per annum, or the issue of stock for any portion of the amount, with interest at 6 per centum per annum. The Treasury notes under this act were redeemable at the expiration of one or two years; and the interest was to cease at the expiration of sixty days' notice. These notes were receivable in payment of all debts due the United States, including customs duties.	1 and 2 years	After 60 days' notice.	6 per cent...	Par	23,000,000 00	.....	950 00

TABLE O.—Statement of the outstanding principal of the public debt, &c.—Continued.

	Length of loan.	When redeemable.	Rate of interest.	Price at which sold.	Amount authorized.	Amount issued.	Amount outstanding.
<p>LOAN OF 1847.</p> <p>The act of January 28, 1847, (9 Statutes, 118,) authorized the issue of \$23,000,000 Treasury notes, with interest at not exceeding 6 per centum per annum, or the issue of stock for any portion of the amount, with interest at 6 per centum per annum, reimbursable after December 31, 1867. Section 14 authorized the conversion of Treasury notes under this or any preceding act into like stock, which accounts for the apparent over-issue.</p>	20 years.....	January 1, 1868	6 per cent...	Par.....	\$23,000,000 00	\$23,207,000 00	\$1,650 00
<p>BOUNTY-LAND SERIP.</p> <p>The 9th section of February 11, 1847, (9 Statutes, 125,) authorized the issue of land-warrants to soldiers of the Mexican war, or scrip, at the option of the soldiers, to bear 6 per centum interest per annum, redeemable at the pleasure of the Government, by notice from the Treasury Department. Interest ceases July 1, 1849.</p>	Indefinite....	July 1, 1849	6 per cent...	Par.....	Indefinite.....	.....	3,900 00
<p>TEXAS INDEMNITY STOCK.</p> <p>The act of September 9, 1850, (9 Statutes, 447,) authorized the issue of \$10,000,000 stock, with interest at 5 per centum per annum, to the State of Texas, in satisfaction of all claims against the United States arising out of the annexation of the said State. This stock was to be redeemable at the end of fourteen years.</p>	14 years.....	January 1, 1865	5 per cent...	Par.....	10,000,000 00	5,000,000 00	174,000 00
<p>LOAN OF 1848.</p> <p>The act of March 31, 1848, (9 Statutes, 217,) authorized a loan of \$16,000,000, with interest at not exceeding 6 per centum per annum, reimbursable after July 1, 1868. The Secretary of the Treasury was authorized to purchase this stock at any time.</p>	20 years.....	July 1, 1868	6 per cent...	Par.....	16,000,000 00	16,000,000 00	5,500 00
<p>TREASURY NOTES OF 1857.</p> <p>The act of December 23, 1857, (11 Statutes, 257,) authorized the issue of \$20,000,000 in Treasury notes, \$6,000,000 with interest at not exceeding 6 per centum per annum, and the remainder with interest at the rate of 5 per centum per annum, but not exceeding 6 per centum per annum. These notes were to be issued in exchange for the outstanding principal of the public debt, and interest was to cease at the expiration of sixty days' notice after the date of issue. The act also authorized the payment of all debts due the United States, including contracts, obligations,</p>	1 year	60 days' notice.	5 and 5/8 per cent.	Par.....	20,000,000 00	20,000,000 00	2,000 00

LOAN OF 1858.

The act of June 14, 1858, (11 Statutes, 385,) authorized a loan of \$20,000,000, with interest at not exceeding 5 per centum per annum, and redeemable any time after January 1, 1874.

LOAN OF 1860.

The act of June 22, 1860, (13 Statutes, 72,) authorized a loan of \$31,000,000, (to be used in redemption of Treasury notes,) with interest at not exceeding 6 per centum per annum, redeemable in not less than ten nor more than twenty years.

LOAN OF FEBRUARY, 1861, (1861's.)

The act of February 8, 1861, (19 Statutes, 120,) authorized a loan of \$25,000,000, with interest at not exceeding 6 per centum per annum, reimbursable in not less than ten nor more than twenty years from the date of the act.

TREASURY NOTES OF 1861.

The act of March 2, 1861, (12 Statutes, 178,) authorized a loan of \$10,000,000, with interest at not exceeding 6 per centum per annum, redeemable on three months' notice after July 1, 1871, and payable July 1, 1861. If proposals for the loan were not satisfactory, authority was given to issue the whole amount in Treasury notes, with interest at not exceeding 6 per centum per annum. The same act gave authority to substitute Treasury notes for the whole or any part of loans authorized at the time of the passage of this act. These notes were to be received in payment of all debts due the United States, including customs duties, and were redeemable at any time within two years from the date of the act.

OREGON WAR DEBT.

The act of March 2, 1861, (12 Statutes, 198,) appropriated \$2,500,000 for the payment of expenses incurred by the Territories of Washington and Oregon, in the suppression of Indian hostilities in the years 1855 and 1856. Section 4 of the act authorized the payment of these claims in bonds redeemable in twenty years, with interest at 6 per centum per annum.

LOAN OF JULY AND AUGUST 1861, (1861's.)

The act of July 17, 1861, (12 Statutes, 259,) authorized the issue of \$250,000,000 bonds, with interest at not exceeding 7 per centum per annum, redeemable after twenty years. The act of August 3, 1861, (12 Statutes, 313,) authorized the issue of bonds, with interest at 6 per centum per annum, payable after twenty years from date, in exchange for 7-30 notes issued under the act of July 17, 1861. None of such bonds were to be issued for a sum less than \$500, and the whole amount of them was not to exceed the whole amount issued in notes issued under the above act of July 17. The amount issued in exchange for 7-30's was \$139,321,200.

15 years	Jan. 1, 1874	5 per cent.	Par	20,000,000 00	20,000,000 00	20,000,000 00
10 years	Jan. 1, 1871	5 per cent.	Par	21,000,000 00	7,092,000 00	10,000 00
10 or 20 yrs.	Jan. 1, 1861	6 per cent.	Par	25,000,000 00	18,415,000 00	18,415,000 00
2 years	2 years after date.	6 per cent.	Par	{ 22,468,100 00 12,896,350 00	{ 35,364,450 00	3,150 00
60 days	60 days after date.	6 per cent.	Par			
20 years	July 1, 1861	6 per cent.	Par	2,800,000 00	1,020,850 00	945,000 00
20 years	July 1, 1861	6 per cent.	Par	250,000,000 00	{ 50,000,000 00 139,321,200 00	{ 189,321,200 00

TABLE O.—Statement of the outstanding principal of the public debt, &c.—Continued.

	Length of loan.	When redeemable.	Rate of interest.	Price at which sold.	Amount authorized.	Amount issued.	Amount outstanding.
<p>OLD DEMAND NOTES.</p> <p>The act of July 17, 1861, (12 Statutes, 259,) authorized the issue of \$50,000,000 Treasury notes, not bearing interest, of a less denomination than fifty dollars and not less than ten dollars, and payable on demand by the Assistant Treasurers at Philadelphia, New York, or Boston. The act of August 5, 1861, (12 Statutes, 313,) authorized the issue of these notes in denominations of five dollars; it also added the Assistant Treasurer at Saint Louis and the designated depository at Cincinnati to the places where these notes were made payable. The act of February 12, 1862, (12 Statutes, 338,) increased the amount of demand notes authorized \$10,000,000.</p> <p>SEVEN-THIRTIES OF 1861.</p> <p>The act of July 17, 1861, (12 Statutes, 259,) authorized a loan of \$250,000,000, part of which was to be in Treasury notes, with interest at 7 3-10 per centum per annum, payable three years after date.</p> <p>FIVE-TWENTIES OF 1862.</p> <p>The act of February 25, 1862, (12 Statutes, 345,) authorized a loan of \$500,000,000, for the purpose of funding the Treasury notes and floating debt of the United States, and the issue of bonds therefor, with interest at 6 per centum per annum. These bonds were redeemable after five and payable twenty years from date. The act of March 3, 1864, (13 Statutes, 13,) authorized an additional issue of \$11,000,000 of bonds to persons who subscribed for the loan on or before January 21, 1864. The act of January 28, 1865, (13 Statutes, 425,) authorized an additional issue of \$4,000,000 of these bonds, and their sale in the United States or Europe.</p> <p>LEGAL-TENDER NOTES.</p> <p>The act of February 25, 1862, (12 Statutes, 345,) authorized the issue of \$150,000,000 United States notes, not bearing interest, payable to bearer at the Treasury of the United States, and of such denominations, not less than five dollars, as the Secretary of the Treasury might deem proper, and authorized him to be in lieu of demand notes authorized by the act of July 17, 1861, (12 Statutes, 259,) in the redemption of such notes. The act of July 11, 1862, (12 Statutes, 522,) authorized an additional issue of \$150,000,000 United States Treasury notes, of such denominations as the Secretary of the Treasury might deem expedient, and no such note should be for a fractional part of a dollar, and</p>	.....	On demand....	None	Par	\$60,000,000 00	\$60,030,000 00	\$88,296 25
	3 years.....	August 19 and October 1, 1864.	7 3-10 per cent.	Par	140,094,750 00	140,094,750 00	20,000 00
	5 or 20 years.	May 1, 1867....	6 per cent....	Par	515,000,000 00	514,771,600 00	379,498,750 00
	.....	On demand....	None	Par	450,000,000 00	915,490,031 00	357,500,000 00

Not less than 30 days.	After 10 days' notice.	4, 5, and 6 per cent.	Par	150,000,000 00	561,753,941 65	78,560 00
1 year.....	1 year after date.	6 per cent.	Par	No limit.....	5,000 00	
On presenta- tion.	On presenta- tion.	None.....	Par	50,000,000 00	222,625,663 45	40,855,835 27

not more than \$25,000,000 of a lower denomination than five dollars; these notes to be a legal tender. The act of March 3, 1863, (12 Statutes, 710,) authorized an additional issue of \$150,000,000 United States notes, payable to bearer, of such denominations, not less than one dollar, as the Secretary of the Treasury might prescribe; which notes were made a legal tender. The same act limited the time at which Treasury notes might be exchanged for United States bonds to July 1, 1863. The amount of notes authorized by this act were to be in lieu of \$100,000,000 authorized by the resolution of January 17, 1863, (12 Statutes, 522.)

TEMPORARY LOAN.

The act of February 25, 1862, (12 Statutes, 346,) authorized temporary loan deposits of \$25,000,000, for not less than thirty days, with interest at 5 per centum per annum, payable after ten days' notice. The act of March 17, 1862, (12 Statutes, 370,) authorized the increase of temporary loan deposits to \$50,000,000. The act of July 11, 1862, (12 Statutes, 582,) authorized a further increase of temporary loan deposits to \$100,000,000. The act of June 30, 1864, (13 Statutes, 218,) authorized a further increase of temporary loan deposits to not exceeding \$150,000,000, and an increase of the rate of interest to not exceeding 6 per centum per annum, or a decrease of the rate of interest on ten days' notice, as the public interest might require.

CERTIFICATES OF INDEBTEDNESS.

The act of March 1, 1862, (12 Statutes, 332,) authorized the issue of certificates of indebtedness to public creditors who might elect to receive them, to bear interest at the rate of 6 per centum per annum, and payable one year from date, or earlier, at the option of the Government. The act of May 17, 1862, (12 Statutes, 370,) authorized the issue of these certificates in payment of disbursing officers' checks. The act of March 3, 1863, (12 Statutes, 710,) made the interest payable in lawful money.

FRACTIONAL CURRENCY.

The act of July 17, 1862, (12 Statutes, 592,) authorized the use of postal and other stamps as currency, and made them receivable in payment of all dues to the United States less than five dollars. The fourth section of the act of March 3, 1863, (12 Statutes, 711,) authorized the issue of fractional notes in lieu of postal and other stamps and postal currency; made them exchangeable in sums not less than three dollars for United States notes, and receivable for postage and revenue stamps, and in payment of dues to the United States, except duties on imports, less than five dollars; and limited the amount to \$50,000,000. The fifth section of the act of June 30, 1864, (13 Statutes, 220,) authorized an issue of \$50,000,000 in fractional currency, and provided that the whole amount of these notes, outstanding at any one time, should not exceed this sum.

TABLE O.—Statement of the outstanding principal of the public debt, &c.—Continued.

	Length of loan.	When redeemable.	Rate of interest.	Price at which sold.	Amount authorized.	Amount issued.	Amount outstanding.
LOAN OF 1863.							
The act of March 3, 1863, (13 Statutes, 709,) authorized a loan of \$900,000,000, and the issue of bonds, with interest at not exceeding six per centum per annum, and redeemable in not less than ten nor more than forty years, principal and interest payable in coin. The act of June 30, 1864, (13 Statutes, 219,) repeals so much of the preceding act as limits the authority thereunder to the current fiscal year, and also repeals the authority altogether except as relates to \$75,000,000 of bonds already advertised for.	17 years.....	July 1, 1881...	6 per cent.	Average premium of 4.13.	\$75,000,000 00	\$75,000,000 00	\$75,000,000 00
ONE-YEAR NOTES OF 1863.							
The act of March 3, 1863, (13 Statutes, 710,) authorized the issue of \$400,000,000 Treasury notes, with interest at not exceeding six per centum per annum, redeemable in not more than three years, principal and interest payable in lawful money, to be a legal tender for their face value.	1 year.....	1 year after date.	5 per cent.	Par.....	400,000,000 00	44,580,000 00	101,817 00
TWO-YEAR NOTES OF 1863.							
The act of March 3, 1863, (13 Statutes, 710,) authorized the issue of \$400,000,000 Treasury notes, with interest at not exceeding six per centum per annum, redeemable in not more than three years, principal and interest payable in lawful money, to be a legal tender for their face value.	2 years.....	2 years after date.	5 per cent.	Par.....	400,000,000 00	166,480,000 00	65,705 00
COIN-CERTIFICATES.							
The fifth section of the act of March 3, 1863, (13 Statutes, 711,) authorized the deposit of gold coin and bullion with the Treasurer or any Assistant Treasurer, in sums not less than \$20, and the issue of certificates therefor in denominations the same as United States notes; also authorized the issue of these certificates in payment of interest on the public debt. It limits the amount of them to not more than 20 per centum of the amount of coin and bullion in the Treasury, and directs their receipt in payment for duties on imports.	.....	On demand.....	None.....	Par.....	Indefinite.....	562,776,400 00	32,068,300 00
COMPOUND-INTEREST NOTES.							
The act of March 3, 1863, (13 Statutes, 709,) authorized the issue of \$400,000,000 Treasury notes, with interest at not exceeding six per centum per annum, payable in lawful money, payable not more than three years from date, and to be a legal tender for their face value. The	3 years.....	June 10, 1867, & May 15, 1868.	6 per cent., compounded.	Par.....	400,000,000 00	986,585,440 00	563,580 00

act of June 30, 1864, (13 Statutes, 218,) authorized the issue of \$200,000,000 Treasury notes, of any denomination not less than \$10, payable not more than three years from date, or redeemable at any time after three years, with interest at not exceeding seven and three-tenths per centum, payable in lawful money at maturity, and made them a legal tender for their face to the same extent as United States notes; \$177,045,770 of the amount issued was in redemption of 5 per cent. notes.	10 or 40 years	March 1, 1874	5 per cent...	Par to 7 per ct. prem.	200,000,000 00	196,117,300 00	194,567,300 00
TEN-FORTIES OF 1864.							
The act of March 3, 1864, (13 Statutes, 13,) authorized the issue of \$200,000,000 bonds, at not exceeding six per centum per annum, redeemable after five and payable not more than forty years from date, in coin.	5 or 30 years	Nov. 1, 1869	6 per cent...	Par	.....	3,882,500 00	2,349,500 00
FIVE-TWENTIES OF MARCH, 1864.							
The act of March 3, 1864, (13 Statutes, 13,) authorized the issue of \$200,000,000 bonds, at not exceeding six per centum per annum, redeemable after five and payable not more than forty years from date, in coin.	5 or 30 years	Nov. 1, 1869	6 per cent...	Par	.....	400,000,000 00	72,846,150 00
FIVE-TWENTIES OF JUNE, 1864.							
The act of June 30, 1864, (13 Statutes, 218,) authorized a loan of \$400,000,000, and the issue therefor of bonds redeemable not less than five nor more than thirty (or forty, if deemed expedient) years from date, with interest at not exceeding 6 per centum per annum, payable semi-annually, in coin.	5 or 30 years	Nov. 1, 1869	6 per cent...	Par	.....	125,561,300 00	
SEVEN-THIRTIES OF 1864 AND 1865.							
The act of June 30, 1864, (13 Statutes, 218,) authorized the issue of \$200,000,000 Treasury notes, of not less than \$10 each, payable at not more than three years from date, or redeemable at any time after three years, with interest at not exceeding 7 3-10 per centum per annum. The act of March 3, 1865, (13 Statutes, 465,) authorized a loan of \$600,000,000, and the issue therefor of bonds or Treasury notes. The notes to be of denominations not less than \$50, with interest in lawful money at not more than 7 3-10 per centum per annum.	3 years.....	{ Aug. 15, 1867 June 15, 1868 July 15, 1868 }	7 3-10 per ct.	Par	.....	829,992,800 00	332,150 00
NAVY PENSION FUND.							
The act of July 1, 1864, (13 Statutes, 414,) authorized the Secretary of the Navy to invest in registered securities of the United States so much of the Navy pension fund in the Treasury January 1 and July 1 in each year as would not be required for the payment of naval pensions. Section 2 of the act of July 23, 1868, (15 Statutes, 170,) makes the interest on this fund 3 per centum per annum in lawful money, and confines its use to the payment of naval pensions exclusively.	Indefinite...	.....	3 per cent...	Par	.....	14,000,000 00	14,000,000 00

TABLE O.—Statement of the outstanding principal of the public debt, &c.—Continued.

Length of loan.	When redeemable.	Rate of interest.	Price at which sold.	Amount authorized.	Amount issued.	Amount outstanding.
FIVE-TWENTIES OF 1865.						
The act of March 3, 1865, (13 Statutes, 403,) authorized the issue of \$600,000,000 of bonds or Treasury notes in addition to amounts previously authorized; the bonds to be for not less than \$50, payable not more than forty years from date of issue, or after any period not less than five years; interest payable semi-annually at not exceeding 6 per centum per annum when in coin, or 7 3-10 per centum per annum when in currency. In addition to the amount of bonds authorized by this act, authority was also given to convert Treasury notes or other interest-bearing obligations into bonds authorized by it. The act of April 12, 1866, (14 Statutes, 31,) construed the above act to authorize the Secretary of the Treasury to receive any obligations of the United States, whether bearing interest or not, in exchange for any bonds authorized by it, or to sell any of such bonds, provided the public debt is not increased thereby.						
5 or 20 years	Nov. 1, 1870....	6 per cent....	Par.....	\$203,327,250 00	\$203,327,250 00	\$159,499,650 00
CONSOLS OF 1865.						
5 or 20 years.	July 1, 1870....	6 per cent....	Par.....	332,998,950 00	332,998,950 00	222,277,300 00
CONSOLS OF 1867.						
5 or 20 years.	July 1, 1872....	6 per cent....	Par.....	379,602,350 00	379,616,050 00	330,869,350 00
The act of March 3, 1865, (13 Statutes, 403,) authorized the issue of \$600,000,000 of bonds or Treasury notes in addition to amounts previously authorized; the bonds to be for not less than \$50, payable not more than forty years from date of issue, or after any period not less than five years; interest payable semi-annually, at not exceeding 6 per centum per annum when in coin, or 7 3-10 per centum per annum when in currency. In addition to the amount of bonds authorized by this act, authority was also given to convert Treasury notes or other interest-bearing obligations into bonds authorized by it. The act of April 12, 1866, (14 Statutes, 31,) construed the above act to authorize the Secretary of the Treasury to receive any obligations of the United States, whether bearing interest or not, in exchange for any bonds authorized by it, or to sell any of such bonds, provided the public debt is not increased thereby.						

notes or other interest-bearing obligations into bonds authorized by it. The act of April 12, 1868, (14 Statutes, 31,) construed the above act to authorize the Secretary of the Treasury to receive any obligation of the United States, whether bearing interest or not, in exchange for any bonds authorized by it, or to sell any of such bonds, provided the public debt is not increased thereby.	5 or 20 years	July 1, 1873	6 per cent.	Par.....	42,539,350 00	42,539,350 00	39,258,450 00
<p>CONSOLS OF 1868.</p> <p>The act of March 3, 1865, (13 Statutes, 463,) authorized the issue of \$500,000,000 of bonds or Treasury notes in addition to amounts previously authorized; the bonds to be for not less than \$50, payable not more than forty years from the date of issue, or after any period not less than five years; interest payable semi-annually, at not exceeding 6 per centum per annum, when in coin, or 7-10 per centum per annum when in currency. In addition to the amount of bonds authorized by this act, authority was also given to convert Treasury notes or other interest-bearing obligations into bonds authorized by it. The act of April 12, 1868, (14 Statutes, 31,) construed the above act to authorize the Secretary of the Treasury to receive any obligation of the United States, whether bearing interest or not, in exchange for any bonds authorized by it, or to sell any of such bonds, provided the public debt is not increased thereby.</p>	Indefinite	On demand	3 per cent.	Par.....	75,000,000 00	85,150,000 00	12,220,000 00
<p>THREE PER CENT. CERTIFICATES.</p> <p>The act of March 3, 1867, (14 Statutes, 538,) authorized the issue of \$50,000,000 in temporary loan certificates of deposit, with interest at 3 per centum per annum, payable in lawful money on demand, to be used in redemption of compound-interest notes. The act of July 25, 1868, (15 Statutes, 183,) authorized \$25,000,000 additional of these certificates for the sole purpose of redeeming compound-interest notes.</p>	5 years	Sept. 1, 1875	4 per cent.	Par.....	673,362 41	673,362 41	673,000 00
<p>CERTIFICATES OF INDEBTEDNESS OF 1870.</p> <p>The act of July 8, 1870, (16 Statutes, 197,) authorized the issue of certificates of indebtedness, payable five years after date, with interest at 4 per centum per annum, payable semi-annually, principal and interest, in lawful money, to be hereafter appropriated and provided for by Congress. These certificates were issued, one-third to the State of Maine, and two-thirds to the State of Massachusetts, both for the use and benefit of the European and North American Railway Company, and were in full adjustment and payment of any and all claims of said States or railway company for moneys expended (or interest thereon) by the State of Massachusetts on account of the war of 1812-'15.</p>							

TABLE O.—Statement of the outstanding principal of the public debt, &c.—Continued.

	Length of loan.	When redeemable.	Rate of interest.	Price at which sold.	Amount authorized.	Amount issued.	Amount outstanding.
<p style="text-align: center;">FUNDED LOAN OF 1891.</p> <p>The act of July 14, 1870, (16 Statutes, 372,) authorizes the issue of \$300,000,000 at 5 per centum, \$300,000,000 at 4½ per centum, and \$100,000,000 at 4 per centum, principal and interest payable in coin of the present standard value, at the pleasure of the United States Government, after ten years for the 5 per cents; after fifteen years for the 4½ per cents; and after thirty years for the 4 per cents; these bonds to be exempt from the payment of all taxes or duties of the United States, as well as from taxation in any form, by or under State, municipal, or local authority. Bonds and coupons payable at the Treasury of the United States. This act not to authorize an increase of the bonded debt of the United States. Bonds to be sold at not less than par in coin, and the proceeds to be applied to the redemption of outstanding 5-20's, or to be exchanged for said 5-20's, par for par. Payment of these bonds, when due, to be made in order of dates and numbers, beginning with each class last dated and numbered. Interest to cease at the end of three months from notice of intention to redeem. The act of January 30, 1871, (16 Statutes, 399,) increases the amount of 5 per cents to \$500,000,000, provided the total amount of bonds issued shall not exceed the amount originally authorized, and authorizes the interest on any of these bonds to be paid quarterly.</p>	10 years.....	May 1, 1891....	5 per cent....	Par	\$500,000,000 00	\$500,000,000 00	\$500,000,000 00
							\$2,253,351,398 78

TABLE P.—Statement of 30-year 6 per cent. bonds (interest payable January and July) issued to the several Pacific Railway companies, under the acts of July 1, 1862, (12 Statutes, 492,) and July 2, 1864, (13 Statutes, 359.)

Railway companies.	Amount of bonds outstanding.	Amount of interest accrued and paid to date, as per preceding statement.	Amount of interest due, as per Register's schedule.	Total interest paid by the United States.	Repayment of interest by transport of mail, troops, &c.	Balance due the United States on interest account, deducting repayments.	Balance of accrued interest due the United States on interest account.	Total amount of interest due the United States from Pacific Railway companies.
On July 1, 1865:								
Central Pacific.....	\$1,253,000 00		\$37,740 00	\$37,740 00				\$37,740 00
Kansas Pacific.....								
Union Pacific.....								
Central Branch Union Pacific.....								
Western Pacific.....								
Sioux City and Pacific.....								
On January 1, 1866:								
Central Pacific.....	2,362,000 00	\$37,740 00	53,056 83	92,796 83				92,796 83
Kansas Pacific.....	640,000 00		6,417 53	6,417 53				6,417 53
Union Pacific.....								
Central Branch Union Pacific.....								
Western Pacific.....								
Sioux City and Pacific.....								
On July 1, 1866:								
Central Pacific.....	3,002,000 00		61,474 36	99,214 36				99,214 36
Kansas Pacific.....								
Union Pacific.....	3,002,000 00	92,796 83	83,189 03	175,985 86				175,985 86
Central Branch Union Pacific.....	1,660,000 00	6,417 53	33,026 56	39,444 09				39,444 09
Western Pacific.....			19,917 09	19,917 09				19,917 09
Sioux City and Pacific.....								
On January 1, 1867:								
Central Pacific.....	3,962,000 00		111,837 51	967,863 37				967,863 37
Kansas Pacific.....	2,080,000 00		53,189 84	94,630 93				94,630 93
Union Pacific.....	4,320,000 00	19,917 09	97,753 65	117,673 74				117,673 74
Central Branch Union Pacific.....	640,000 00		10,099 74	10,099 74				10,099 74

TABLE P.—Statement of 30-year 6 per cent. bonds (interest payable January and July) issued to the several Pacific Railway companies, &c.—Continued.

Railway companies.	Amount of bonds outstanding.	Amount of interest accrued and paid to date as per preceding statement.	Amount of interest due as per Register's schedule.	Total interest paid by the United States.	Repayment of interest by transportation of mails, troops, &c.	Balance due the United States on interest account, deducting repayments.	Balance of accrued interest due the United States on interest account.	Total amount of interest due the United States from Pacific Railway companies.
On January 1, 1867—Continued.								
Western Pacific.....	\$11,002,000 00	\$235,337 04	\$274,879 74	\$510,206 78				\$510,206 78
Sioux City and Pacific.....								
On July 1, 1867:								
Central Pacific.....	4,602,000 00	287,803 37	136,534 50	424,337 87	\$32,849 07	\$401,488 80		401,488 80
Kansas Pacific.....	3,360,000 00	94,630 93	78,654 99	173,285 92	97,444 40	145,840 52		145,840 52
Union Pacific.....	5,590,000 00	117,673 74	147,686 87	265,360 61		265,360 61		265,360 61
Central Branch Union Pacific.....	960,000 00	10,099 74	22,408 75	32,508 49		32,508 49		32,508 49
Western Pacific.....	330,000 00		8,206 03	8,206 03		8,206 03		8,206 03
Sioux City and Pacific.....								
On January 1, 1868:								
Central Pacific.....	6,074,000 00	424,337 87	393,630 44	803,877 22	50,263 47	853,543 75		853,543 75
Kansas Pacific.....	4,890,000 00	173,285 92	145,613 83	318,901 75				
Union Pacific.....	8,180,000 00	265,360 61	210,598 98	475,959 59	20,899 07	540,058 63		540,058 63
Central Branch Union Pacific.....	1,290,000 00	24,508 49	30,325 50	54,833 99	143,935 26	146,930 25		146,930 25
Western Pacific.....	330,000 00	8,206 03	9,600 00	17,806 03	249,191 98	266,998 01		266,998 01
Sioux City and Pacific.....								
On July 1, 1868:								
Central Pacific.....	7,090,000 00	560,951 70	185,641 16	746,592 86	498,026 31	994,493 78		994,493 78
Kansas Pacific.....	6,090,000 00	265,360 61	185,641 16	451,001 77	36,949 07	718,043 79		718,043 79
Union Pacific.....	19,957,000 00	476,061 89	298,693 66	774,755 55	994,367 71	1,043,593 73		1,043,593 73
Central Branch Union Pacific.....	1,600,000 00	94,630 93	46,874 27	141,505 20	594,833 03	943,593 73		943,593 73
Western Pacific.....	330,000 00	11,806 03	9,600 00	21,406 03		109,808 86		109,808 86
Sioux City and Pacific.....	1,114,000 00		19,603 76	19,603 76		37,406 03		37,406 03
Total.....	\$81,089,000 00	1,493,510 09	715,671 21	2,209,181 30	894,109 61	1,314,990 49		1,314,990 49

TABLE P.—Statement of 30-year 6 per cent. bonds (interest January and July) issued to the several Pacific Railway companies, &c.—Continued.

Railway companies.	Amount of bonds outstanding.	Amount of interest accrued and paid to date, as per preceding statement.	Amount of interest due, as per Register's schedule.	Total interest paid by the United States.	Repayment of interest by transportation of mails, troops, &c.	Balance due the United States on interest account, deducting repayment.	Balance of accrued interest due the United States on interest account.	Total amount of interest due the United States from Pacific Railway companies.
On July 1, 1871:								
Central Pacific.....	\$25,881,000 00	\$1,038,197 84	\$776,430 00	\$4,814,637 84	\$343,966 90	\$1,471,360 94	\$149,753 57	\$4,921,114 51
Kansas Pacific.....	6,303,000 00	1,402,083 09	189,090 00	5,317,173 09	837,330 93	733,842 16	76,932 93	610,774 98
Union Pacific.....	27,226,512 00	4,530,166 41	817,095 36	5,347,561 77	1,755,303 15	3,592,258 62	289,874 87	3,882,133 49
Central Branch Union Pacific.....	1,600,000 00	348,806 26	48,000 00	247,806 26	9,276 92	388,531 34	46,725 33	435,256 66
Western Pacific.....	1,970,000 00	190,287 36	59,100 00	249,387 36	2,281 25	247,106 11	16,376 58	263,482 69
Sioux City and Pacific.....	1,628,320 00	243,057 49	48,849 60	291,907 09	2,401 88	291,505 21	93,515 13	315,020 34
	64,618,832 00	10,753,910 45	1,938,564 96	12,692,475 41	2,973,861 03	9,718,614 38	903,177 63	10,621,792 01
On January 1, 1872:								
Central Pacific.....	25,881,000 00	4,814,637 84	776,430 00	5,591,057 84	492,556 33	5,108,501 51	595,968 12	5,704,469 63
Kansas Pacific.....	6,303,000 00	1,591,173 09	189,090 00	1,780,263 09	927,829 30	852,433 79	100,273 17	952,707 96
Union Pacific.....	27,226,512 00	5,347,561 77	817,095 36	6,164,657 13	1,964,850 08	4,199,807 05	402,429 22	4,602,236 27
Central Branch Union Pacific.....	1,600,000 00	397,806 26	48,000 00	445,806 26	9,276 92	436,531 34	39,783 92	486,314 26
Western Pacific.....	1,970,000 00	249,387 36	59,100 00	308,487 36	9,350 25	299,137 11	24,078 92	323,216 03
Sioux City and Pacific.....	1,628,320 00	291,907 09	48,849 60	340,756 69	401 88	340,354 81	32,965 74	373,320 55
	64,618,832 00	12,692,475 41	1,938,564 96	14,631,040 37	3,334,264 76	11,296,775 61	1,215,497 19	12,512,272 80
On July 1, 1872:								
Central Pacific.....	25,835,120 00	*5,591,057 84	*777,318 23	6,368,376 07	1,527,025 39	5,841,350 68	766,898 65	6,608,249 36
Kansas Pacific.....	6,303,000 00	1,780,263 09	189,090 00	1,969,353 09	973,904 69	995,448 40	128,963 25	1,124,411 65
Union Pacific.....	27,226,512 00	6,164,657 13	817,095 36	6,981,752 49	2,115,989 43	4,799,763 06	537,873 82	5,337,636 88
Central Branch Union Pacific.....	1,600,000 00	445,806 26	48,000 00	493,806 26	9,276 92	477,989 84	74,538 53	552,528 37
Western Pacific.....	1,970,560 00	*398,487 36	*59,181 63	367,679 34	9,350 25	358,329 09	24,775 70	393,104 79
Sioux City and Pacific.....	1,628,320 00	340,756 69	48,849 60	389,606 29	401 88	389,204 41	44,165 12	433,369 53
	64,623,512 00	14,631,040 37	1,939,535 17	16,570,575 54	3,708,934 78	12,861,640 76	1,585,613 50	14,447,254 26

* These figures will be found to vary from those in the statement of the public debt for July 1, 1872. The differences are: In the Central Pacific account this statement is \$764.63 and in the Western Pacific account \$65.18 less than is shown by the debt statement for the same items in the first column, and the same amounts more in the second column. This difference arises out of the issue of \$4,120 in bonds to the first-named road and \$500 in bonds to the last-named, in final settlement of their account. The interest on these bonds was paid on special schedules, and the amount was included in the debt statement as paid, without being shown in the "Interest due and not yet paid" column. The subsequent statements of the debt will be found to agree with this statement.

† In the debt statement for July 1, 1872, these items differ from this statement by \$4,657.50, arising from this amount, earned by the Central Branch Union Pacific, having been credited in the book ledger to the Central Pacific. The error was not discovered until the accounts of the several roads were settled in October, 1872, and after that date the error is corrected in this statement.

TABLE Q.—Statement showing the reduction of the principal and interest of the public debt of the United States, from March 1, 1869, to November 1, 1872.

	Debt and interest less cash in Treasury.	Decrease of debt during preceding month.	Total decrease from March 1, 1869, to date.	Monthly interest charge.	Decrease in monthly interest charge.	Decrease in annual interest charge.
1869.						
Mar. 1	\$2,525,463,260 01			\$10,532,462 50		
Apr. 1	2,525,196,461 74	266,798 27		10,526,238 00	\$6,224 50	\$74,694 00
May 1	2,518,797,391 09	6,399,070 65	\$6,665,868 92	10,522,835 75	9,626 75	115,521 00
June 1	2,505,412,613 19	13,384,777 97	20,050,646 89	10,507,090 25	25,379 25	304,467 00
July 1	2,489,002,480 58	16,410,132 54	36,460,779 43	10,476,840 25	55,622 25	667,467 00
Aug. 1	2,481,566,736 29	7,435,744 29	43,896,523 72	10,383,568 75	148,893 75	1,736,725 00
Sept. 1	2,475,962,501 56	5,604,234 79	49,500,758 51	10,333,518 75	198,943 75	2,387,325 00
Oct. 1	2,468,495,073 11	7,467,429 39	56,968,187 90	10,252,933 75	279,528 75	3,354,345 00
Nov. 1	2,461,131,189 36	7,363,882 75	64,332,070 65	10,194,903 75	337,558 75	4,050,705 00
Dec. 1	2,453,559,735 23	7,571,454 13	71,903,524 78	10,130,625 75	401,836 75	4,822,041 00
1870.						
Jan. 1	2,446,746,953 31	4,812,781 92	76,716,306 70	10,061,506 25	470,956 25	5,651,475 00
Feb. 1	2,444,213,288 92	3,933,664 39	80,649,971 09	10,022,498 00	509,964 50	6,119,574 00
Mar. 1	2,438,328,477 17	6,484,811 75	87,134,782 84	10,007,319 75	525,149 75	6,301,797 00
Apr. 1	2,432,562,127 74	5,766,349 43	92,901,132 27	9,982,350 00	550,112 50	6,601,350 00
May 1	2,420,864,334 35	11,697,793 39	104,598,925 66	9,956,759 50	575,703 00	6,908,436 00
June 1	2,406,562,371 78	14,301,962 57	118,900,888 23	9,926,762 75	605,669 75	7,268,397 00
July 1	2,386,356,599 74	20,203,172 04	139,104,660 27	9,886,812 75	645,649 75	7,747,797 00
Aug. 1	2,369,324,476 00	17,034,123 74	156,138,784 01	9,854,633 00	677,829 50	8,133,954 00
Sept. 1	2,356,921,150 41	13,403,325 59	169,542,109 60	9,814,590 00	717,879 50	8,614,470 00
Oct. 1	2,346,918,652 28	9,007,498 13	178,549,607 73	9,768,940 00	763,522 50	9,162,270 00
Nov. 1	2,341,784,355 55	5,139,296 73	183,678,904 46	9,718,436 58	814,025 92	9,768,311 04
Dec. 1	2,334,308,494 65	7,475,860 90	191,154,765 36	9,686,164 42	846,298 08	10,155,576 96
1871.						
Jan. 1	2,332,067,793 75	2,240,700 90	193,395,466 26	9,644,043 63	888,418 87	10,661,086 44
Feb. 1	2,328,096,807 00	4,040,986 75	197,436,453 01	9,610,386 13	922,076 37	11,064,916 44
Mar. 1	2,320,706,646 92	7,317,960 08	204,754,413 09	9,571,007 41	961,455 09	11,537,461 08
Apr. 1	2,309,697,596 27	11,011,250 65	215,765,663 74	9,527,212 67	1,005,249 83	12,062,997 96
May 1	2,303,573,543 14	6,124,053 13	221,889,716 87	9,459,959 17	1,072,503 33	12,870,039 96
June 1	2,299,134,184 81	4,438,358 33	226,328,075 20	9,408,369 33	1,124,100 17	13,489,209 04
July 1	2,292,306,034 90	7,103,349 91	233,432,425 11	9,329,110 87	1,203,351 63	14,440,219 56
Aug. 1	2,283,328,857 98	8,701,976 92	242,134,402 03	9,302,345 50	1,230,117 00	14,761,404 00
Sept. 1	2,274,122,560 38	9,206,297 60	251,340,699 63	9,286,615 46	1,245,847 04	14,950,164 48
Oct. 1	2,260,663,939 67	13,458,620 51	264,799,320 14	9,248,001 83	1,284,460 67	15,413,528 04
Nov. 1	2,251,713,448 03	8,950,491 84	273,749,811 98	9,168,453 42	1,364,009 08	16,368,108 96
Dec. 1	2,248,251,367 85	3,462,080 18	277,211,892 16	9,137,349 83	1,395,119 67	16,741,436 04
1872.						
Jan. 1	2,243,638,411 14	4,412,856 71	281,624,848 87	9,101,968 54	1,430,493 96	17,065,927 52
Feb. 1	2,238,204,949 50	5,633,461 64	287,258,310 51	9,065,892 96	1,466,569 54	17,598,834 48
Mar. 1	2,225,813,497 98	12,391,451 52	299,649,762 03	9,015,469 58	1,516,992 92	18,203,915 84
Apr. 1	2,210,331,529 34	15,481,968 64	315,131,730 67	8,925,416 50	1,707,046 00	20,484,552 00
May 1	2,197,743,440 73	12,588,088 62	327,719,819 29	8,743,121 75	1,789,340 75	21,472,069 00
June 1	2,193,517,778 94	4,226,061 78	331,945,881 07	8,698,019 25	1,833,543 25	22,002,519 00
July 1	2,191,486,343 62	2,031,035 32	333,976,916 39	8,665,705 25	1,866,757 25	22,401,087 00
Aug. 1	2,188,058,656 44	3,427,687 18	337,404,603 57	8,648,257 75	1,884,204 75	22,610,457 00
Sept. 1	2,177,322,020 55	10,736,635 89	348,141,239 46	8,599,848 75	1,932,613 75	23,191,365 00
Oct. 1	2,166,994,677 46	10,327,343 09	358,468,582 55	8,566,151 25	1,966,311 25	23,595,735 00
Nov. 1	2,161,766,260 14	5,228,417 32	363,696,999 87	8,516,808 25	2,015,654 25	24,187,851 00

TABLE R.—Returns, by award of the United States Court of Claims, of proceeds of property seized as captured or abandoned under the act of March 12, 1863, paid from July 1, 1871, to June 30, 1872.

Date.	To whom paid.	Amount.
July 6, 1871	Lewis Fried	\$5, 192 43
July 6, 1871	William Duggan	185 57
July 6, 1871	Thomasine B. Hoyt and James M. Latta	7, 987 79
July 12, 1871	Henry Wursburg and Simon Witkowski	56, 799 51
July 12, 1871	Michael Gordon	983 42
July 18, 1871	Francis J. Raekb	692 40
July 18, 1871	Jacob Cohen	2, 649 12
July 27, 1871	William T. Porter	3, 955 46
July 29, 1871	Patrick Kennedy	445 12
July 29, 1871	Charles and Margaret Schubert	684 70
Aug. 2, 1871	Joanna Moulton	2, 683 30
Aug. 2, 1871	Terence Nugent, jr.	2, 186 72
Aug. 2, 1871	Charlotte M. E. Gallie	19, 266 12
Aug. 2, 1871	James A. Seddon	43, 622 56
Aug. 8, 1871	Lewis Ross	1, 172 59
Aug. 8, 1871	Michael Boley	1, 156 99
Aug. 14, 1871	Samuel Worthington's administratrix	157, 342 17
Aug. 16, 1871	Philip Dzialynski and Davis Greenfield	34, 267 59
Aug. 25, 1871	Elias and Morris Brown	732 32
Aug. 25, 1871	Simon Gerstman	1, 321 45
Aug. 25, 1871	Helen Aubert	698 90
Aug. 25, 1871	Finley Y. Clark	496 51
Aug. 25, 1871	Jacob Mayer	695 50
Aug. 25, 1871	Max S. Mayer	645 36
Aug. 25, 1871	Randolph Mott	8, 982 81
Aug. 26, 1871	Louis de Bebian	15, 633 75
Aug. 26, 1871	William J. Myers, Son & Co	50, 062 14
Aug. 28, 1871	John W. Carmalt	218 79
Aug. 29, 1871	Patrick J. Coogan	420 50
Aug. 29, 1871	Margaret Bond	73 63
Aug. 29, 1871	George D. Cunningham	312 65
Aug. 29, 1871	John Deighen	74 60
Aug. 29, 1871	Joseph Mertens	94 19
Aug. 29, 1871	Patrick Moran	245 75
Aug. 29, 1871	Celestine Eelava	693 98
Aug. 29, 1871	Joseph Purcell	467 59
Aug. 29, 1871	Samuel G. Courtney	84 19
Aug. 29, 1871	Daniel Haas	11, 413 60
Aug. 30, 1871	Mary Ann Cherrill	1, 014 56
Aug. 30, 1871	James S. Rhodes, administrator	5, 371 53
Sept. 1, 1871	James Mix	5, 318 27
Sept. 1, 1871	Alexander and Hugh C. Lecky	2, 223 00
Sept. 12, 1871	Francis T. Willis	22, 186 38
Sept. 15, 1871	Andrew M. Ross, administrator	9, 021 20
Sept. 20, 1871	William J. Minor's executrix	20, 421 71
Sept. 27, 1871	Richard Kelly, administrator	760 92
Oct. 3, 1871	Maximilian A. Dauphin	15, 665 75
Oct. 3, 1871	Louis F. Koester	15, 163 60
Oct. 3, 1871	Frederick Chastanet	2, 643 31
Oct. 23, 1871	Henry Schaben	7, 456 65
Nov. 6, 1871	Max Levy	4, 863 67
Nov. 6, 1871	Benjamin Mantone	9, 496 46
Nov. 14, 1871	Azariah Mims	719 64
Nov. 24, 1871	David and Thomas Harrison	51, 161 13
Nov. 24, 1871	George Taylor and William Tipper	8, 278 50
Nov. 24, 1871	Stephen Watson	69, 539 40
Dec. 5, 1871	Shelden W. Wight	6, 622 60
Feb. 2, 1872	Edward Laplante	112, 659 25
Feb. 14, 1872	Victor F. Wilson's administrator	125, 300 00
Mar. 11, 1872	Ralph Meldrim	7, 223 99
Apr. 4, 1872	Thomas G. W. Cruasell	26, 975 62
Apr. 4, 1872	John Silvey	27, 715 32
Apr. 24, 1872	Jean Sauvestre	1, 127 65
Apr. 26, 1872	Dolway B. Walkington	16, 160 29
May 6, 1872	Catharine Peterson, administratrix	366 21
May 16, 1872	Oliver H. Long, guardian of Lida Moore	6, 640 56
May 21, 1872	Ramon Molina	3, 973 66
May 23, 1872	David Bush's executrix	11, 963 29
May 23, 1872	John V. Serier	5, 181 41
May 27, 1872	Gustave A. Wirth	3, 957 60
June 13, 1872	Joseph Block	22, 048 00
June 14, 1872	John F. Hamilton	15, 426 63
June 14, 1872	Harry Haym	69, 077 46
June 14, 1872	James Foley	1, 324 56
June 14, 1872	Edmund H. Martin	7, 358 40
June 18, 1872	William Hunt	4, 638 66
June 18, 1872	Wolfe Barnett	4, 242 14
June 18, 1872	James Wilde, jr.	682 82
June 18, 1872	James H. Johnson	19, 472 13
June 20, 1872	George W. Carroll's executrix	93, 353 65
	Total	1, 278, 493 77

TABLE S.—*Awards of the United States Court of Claims of proceeds of property seized as captured or abandoned under act of March 12, 1863, decreed but not paid during the fiscal year ending June 30, 1872.*

Date of decree.	Name of claimant.	Amount awarded.
Apr. 1, 1872	Eide F. Torck	\$1,340 23
Apr. 1, 1872	William W. Worthington	45,177 00
Apr. 1, 1872	Asher Ayres	36,643 97
Apr. 1, 1872	Melvin B. Wilbur	1,173 07
Apr. 1, 1872	Simon Queyrouse's administrator	14,592 00
Apr. 1, 1872	William and Robert McIntyre	5,073 67
Apr. 1, 1872	Dominick O'Grady's executors	72,450 00
Apr. 1, 1872	Daniel F. Ferguson	15,343 88
Apr. 2, 1872	William H. Greene	10,865 67
Apr. 8, 1872	James J. Waring	2,639 95
Apr. 8, 1872	James K. Reilly	10,519 80
Apr. 8, 1872	Albert Johnson's executrix, use of Tally	421 96
Apr. 8, 1872	Henry Lightfoot and David Flanders	14,901 73
Apr. 8, 1872	George W. Anderson	6,026 54
Apr. 8, 1872	William Hunter	3,506 60
Apr. 8, 1872	Daniel H. Baldwin	12,974 42
Apr. 8, 1872	James Cantwell	10,817 39
Apr. 8, 1872	Theodore B. Marshall and George S. Marshall	14,737 72
Apr. 8, 1872	Levi De Witt and Richard Morgan	11,880 79
Apr. 8, 1872	Alexander Abrams	1,577 97
Apr. 15, 1872	Eadore Cohn	6,044 50
Apr. 15, 1872	Edward Padelford's executors	3,476 85
Apr. 15, 1872	Edward Padelford's executors	9,467 82
Apr. 15, 1872	Chandler H. Smith	26,650 16
Apr. 15, 1872	Krastus Henry	5,687 78
Apr. 15, 1872	John C. Schreiner and Sons	7,539 19
Apr. 15, 1872	Samuel F. O'Neill	3,155 94
Apr. 15, 1872	James W. and Harvey W. Lathrop	9,039 81
Apr. 15, 1872	John Stevenson	1,928 63
Apr. 15, 1872	John A. Simpson's administrators	12,630 42
Apr. 15, 1872	Ezekiel E. Simpson	28,380 13
Apr. 15, 1872	Eli Côté, use of J. C. Martin <i>et al.</i>	10,483 71
Apr. 16, 1872	Desiré Godet	5,760 00
Apr. 17, 1872	Henry C. Freeman's administrator	58,384 89
Apr. 22, 1872	Andrew Low	474,685 89
Apr. 22, 1872	Adolph B. Weelaw	5,785 89
Apr. 22, 1872	Lawrence De Give	2,317 90
Apr. 22, 1872	Herman Parker's administratrix	5,600 00
Apr. 29, 1872	Edward Padelford's executors	18,058 79
Apr. 29, 1872	Edwin Parsons	5,417 61
Apr. 29, 1872	George Parsons	3,611 78
Apr. 29, 1872	Edwin Parsons	10,940 60
Apr. 29, 1872	George Parsons	7,293 72
Apr. 29, 1872	Henry A. Richmond's administrator, and Samuel Wilmot	19,006 78
Apr. 29, 1872	Anthony Fernandez	20,688 94
Apr. 29, 1872	Michel Castille	18,240 00
May 6, 1872	Ralph Meldrim	2,717 61
May 6, 1872	Julius Witkowski	92,547 00
May 6, 1872	Henry and Isaac Meinhard	10,430 55
May 8, 1872	Alfred Anstell	12,385 89
May 8, 1872	Hibernia Armstrong	423,097 72
May 8, 1872	William B. Adams	22,439 20
May 8, 1872	Abraham Backer	44,610 91
May 8, 1872	Luke Christie	4,733 91
May 8, 1872	William Lattimore	701 32
May 8, 1872	Edward Lovell	6,736 80
May 8, 1872	Edward and Nathaniel Lovell and William Lattimore	5,557 05
May 8, 1872	Herman Bulwinkle	8,541 31
May 8, 1872	Alexander Oldham	7,000 00
May 8, 1872	Aaron Wilbur's executor	17,883 66
May 8, 1872	John R. Wilder	15,969 84
May 8, 1872	Edwin M. Price	68,712 93
May 8, 1872	Simon Witkowski	20,688 94
May 8, 1872	John K. Elgee's executrix	137,892 62
May 8, 1872	Cornelius V. Woodruff and Adolph Bouchard	155,922 26
May 8, 1872	Woodruff and Bouchard, use of Charles S. Lobdell	72,365 95
May 13, 1872	William Lindon	1,803 81
Total		1,804,970 38

REPORT OF COMMISSIONER OF INTERNAL REVENUE.

REPORT

OF

THE COMMISSIONER OF INTERNAL REVENUE.

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE,
Washington, November 30, 1872.

SIR: I have the honor to transmit herewith the tabular statements made up from the accounts of this Office, which the Secretary of the Treasury is required to lay before Congress, as follows:

Table A, showing the receipts from each specific source of revenue, and the amounts refunded in each collection district, State, and Territory of the United States for the fiscal year ended June 30, 1872.

Table B, showing the number and value of internal revenue stamps ordered monthly by the Commissioner, the receipts from the sale of stamps, and the commissions allowed on the same; also the number and value of stamps for tobacco, cigars, snuff, distilled spirits, and fermented liquors, issued monthly to collectors during the fiscal year ended June 30, 1872.

Table C, showing the territorial distribution of internal revenue from various sources in the United States for the fiscal years ended June 30, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, and 1872.

Table D, showing the aggregate receipts from each collection district, State, and Territory for the fiscal years ended June 30, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, and 1872.

Table E, showing the total collections from each specific source of revenue for the fiscal years ended June 30, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, and 1872.

Table F, showing the ratio of receipts from specific sources to the aggregate of all collections for the fiscal years ended June 30, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, and 1872.

Table G, an abstract of reports of district attorneys, concerning suits and prosecutions under the internal revenue laws during the fiscal year ended June 30, 1872.

Table H, an abstract of seizures of property for violation of internal revenue laws during the fiscal year ended June 30, 1872.

Table I, showing the number of proof gallons of spirits in each collection district, State, and Territory in the United States, exclusive of the quantity in internal revenue warehouses, May 1, 1872.

The aggregate receipts from all sources, exclusive of the duty upon the capital, circulation, and deposits of national banks, were for the fiscal years ended June 30—

1870	\$185,235,867 97
1871	144,011,176 24
1872	131,770,946 73

These amounts include sums refunded and allowed on drawbacks.

The decrease in the aggregate receipts for the last two years is due to legislation approved July 14, 1870, which reduced the revenue to the estimated amount of \$55,000,000 per annum, but which did not go into full operation before the close of the fiscal year 1871.

The amount of drawbacks and sums refunded for taxes illegally assessed and collected for the last three years, were as follows:

	Drawback.	Sums refunded.
1870	\$5,834 55	\$196,410 7
1871	22,887 97	617,541 7
1872	13,704 67	587,000 0

The total amount of drawback allowed by this Office prior to June 30, 1872, was \$6,526,514 67, and of sums refunded, \$4,719,806 56. During the fiscal year ended June 30, 1872, drawbacks were allowed only on general merchandise under section 171, act of June 30, 1864, limited by act of March 31, 1868.

TOTAL AMOUNT OF TAXES RETURNED FROM SEVERAL SPECIFIC AND ALL GENERAL SOURCES PRIOR TO JUNE 30, 1872.

The following table exhibits the aggregate amount of taxes returned from the several general sources of revenue from the organization of this Office to the close of the last fiscal year.

Sources.	Total collections for September 1862 to June 30, 1872.
<i>1st. Articles and occupations now taxable, including penalties:</i>	
Spirits	\$336,138,546
Tobacco	200,213,837
Fermented liquors	52,954,800
Banks and bankers	28,644,495
Adhesive stamps	131,673,669
Penalties	7,384,218
	\$756,009,565
<i>2d. Articles and occupations now exempt from tax:</i>	
Manufactures and productions	401,391,295
Gross receipts	55,924,677
Sales	37,558,907
Special taxes not relating to spirits, tobacco, and fermented liquors	85,437,647
Income	341,706,036
Special income tax of 1864	29,381,862
Gas	17,912,330
Legacies and successions	14,805,648
Articles in Schedule A	8,964,869
Miscellaneous	8,250,993
	1,001,334,562
Aggregate receipts	1,757,344,127

SPIRITS.

The revenue derived from leading sources under spirits was as follows:

Gallon tax	\$257,821 11
Per diem tax on distilleries	7,381 44
Distillers' special and barrel tax	23,371 44
Retail liquor dealers' special tax	2,671 44
Wholesale liquor dealers' special tax, including tax on sales	11,400 00

TOBACCO.

The tax paid on snuff and the higher grades of manufactured tobacco was \$131,185,501; on smoking-tobacco, \$23,633,146; and on cigars, \$39,753,395. The number of pounds of manufactured tobacco and snuff returned for tax was 602,302,045. The number of cigars on which the tax was paid amounted to 7,758,820,609.

TOTAL RECEIPTS FROM SPECIFIC SOURCES UNDER MANUFACTURES AND PRODUCTS, GROSS RECEIPTS, SALES, SPECIAL TAXES, AND ARTICLES IN SCHEDULE A :

MANUFACTURES AND PRODUCTS.

Boots and shoes	\$14, 687, 824
Bullion	1, 632, 796
Candles	1, 549, 928
Clocks, clock-movements, &c	457, 270
Cloth and other fabrics of cotton	38, 606, 287
Cloth and other fabrics of wool	29, 922, 434
Clothing, not including boots and shoes	25, 422, 745
Coal	2, 966, 961
Confectionery	3, 541, 773
Cotton, raw	68, 072, 389
Gunpowder	1, 045, 395
India rubber	2, 169, 077
Iron and steel and their manufactures	35, 306, 728
Leather of all descriptions	14, 350, 793
Oil distilled from coal and crude petroleum	20, 456, 552
Paper, including pasteboard, binders' board, &c	4, 336, 177
Petroleum, crude	2, 415, 697
Piano-fortes and other musical instruments	1, 452, 023
Pins	161, 426
Salt	1, 462, 246
Wood-screws	687, 296
Silk	1, 211, 577
Soap	3, 971, 253
Steam-engines	3, 179, 781
Sugar, brown and refined	11, 818, 343
Thread and twine	2, 014, 243
Turpentine, spirits of	1, 097, 247

GROSS RECEIPTS.

Express companies	3, 882, 983
Insurance companies	8, 683, 902
Railroad companies	32, 654, 008
Steamboat companies	2, 142, 845
Telegraph companies	1, 549, 236

SALES.

Auction	1, 931, 024
Brokers, commercial	2, 932, 956
Brokers, sales of stocks, bonds, gold and silver, &c	6, 591, 375
Dealers' sales	15, 741, 483
Manufacturers' sales	9, 435, 986

SPECIAL TAXES.

Apothecaries	413, 547
Auctioneers	640, 685
Banks and bankers	8, 081, 818
Brokers of all descriptions	4, 518, 606
Butchers	1, 495, 983
Claim agents	396, 995
Dealers, wholesale	20, 844, 383
Dealers, retail	15, 092, 874
Dentists	399, 525
Hotels	4, 385, 256
Insurance agents	842, 976
Lawyers	2, 352, 505

Manufacturers	\$8,533,650
Peddlers	4,762,640
Photographers	515,704
Physicians and surgeons	3,590,520

ARTICLES IN SCHEDULE A.

Carriages kept for use	2,377,170
Plate of gold and silver	1,606,917
Watches, gold or gilt	2,814,000
Piano-fortes, &c.	1,455,200

INCOME.

Of the \$341,706,036 returned on income prior to June 30, 1872, exclusive of the special income tax of 1864, the sum of \$260,700,986 was paid by individuals; \$29,048,443 were withheld from dividends and additions to surplus of banks; \$5,680,392 from the dividends of insurance companies; \$20,655,808 from dividends of railroad companies; \$9,852,202 from the interest on bonds of railroad companies, and \$13,772,062 from salaries of United States officers and employés.

The following statement shows the number of persons in the United States who paid the income tax from 1867 to 1870, in each of the five classes below named. These returns were made under act of March 2, 1867, which provides that the amount of exemption shall be \$1,000, and the rate of tax 5 per cent:

Classes.	Number of persons assessed for income in—			
	1867.	1868.	1869.	1870.
First class, tax \$20 or less	101,219	100,558	107,997	112,000
Second class, tax over \$20 and not over \$50	68,680	55,949	69,184	70,000
Third class, tax over \$50 and not over \$100	40,899	38,957	41,186	40,000
Fourth class, tax over \$100 and not over \$500	46,055	51,188	45,002	40,000
Fifth class, tax over \$500	9,222	7,965	9,464	10,000
Total	266,135	254,617	272,833	272,000

The following is a similar statement of returns made for the years 1871 and 1872, under act of July 14, 1870, the exemption being \$2,000 and the rate of tax 2½ per cent:

Classes.	Number of persons assessed for income in—	
	1871.	1872.
First class, tax \$20 or less	25,479	25,000
Second class, tax over \$20 and not over \$50	19,795	19,000
Third class, tax over \$50 and not over \$100	12,917	12,000
Fourth class, tax over \$100 and not over \$250	10,742	10,000
Fifth class, tax over \$250 and not over \$500	3,707	3,000
Sixth class, tax over \$500	2,135	2,000
Total	74,775	71,000

No returns for 1872 have been received at the date of this report from the following districts, viz: 1st and 2d Arkansas, 6th Illinois, 7th Indiana, 1st Mississippi, 2d Missouri, Montana, Nebraska, 19th and 28th New York, 7th North Carolina, 1st Ohio, 19th Pennsylvania, 2d Tennessee, and Wyoming.

SPIRITS.

The following is a comparative statement showing the receipts from the several sources under "spirits" during the fiscal years ended, June 30, 1871 and 1872, with the increase and decrease from each source:

Sources.	1871.	1872.	Increase.	Decrease.
Spirits distilled from apples, peaches, or grapes	\$1,236,005 67	\$544,848 83		\$691,156 84
Spirits distilled from materials other than apples, peaches, or grapes	29,921,308 48	32,572,940 16	\$2,651,631 68	
Distilleries, per diem tax on	1,901,602 98	2,010,986 53	109,383 55	
Distillers' special and barrel tax	5,683,077 31	6,489,786 01	806,708 70	
Wine made in imitation of champagne		20 00	20 00	
Rectifiers	959,800 18	955,704 91		4,095 27
Dealers, retail liquor	3,651,484 73	4,028,604 93	377,120 20	
Dealers, wholesale liquor	2,151,281 06	2,065,563 63		85,717 43
Manufacturers of stills	1,927 49	1,391 66		535 83
Stills or worms manufactured	3,240 00	4,260 00	1,020 00	
Stamps, distillery warehouse	249,699 00	290,264 00	40,565 00	
Stamp, rectifiers	374,723 00	367,424 00		7,299 00
Stamps, wholesale liquor dealers	134,005 00	139,602 75	5,597 75	
Excess of gaugers' fees	13,693 20	4,118 95		9,574 25
Total	46,281,848 10	49,475,516 36	3,992,046 88	798,378 62

Aggregate increase, \$3,193,668, or 6.9 per cent.

The number of distilleries (other than fruit) registered during the last fiscal year was	511
The number of fruit distilleries registered was	3,138
Total	3,649

Of the distilleries, (other than fruit,) 456 were operated during the year, and of the fruit distilleries, 2,676.

The returns to this Office for the last fiscal year show a total production, in taxable gallons, from materials other than fruit, of	68,275,745
From fruit	757,786
Total yearly production	69,033,533

The following tabular statement shows the distribution of distilleries in the various States and Territories:

Statement showing the number of distilleries registered and operated during the fiscal year ended June 30, 1872.

States and Territories.	Grain.		Molasses.		Fruit.		Total number registered.	Total number operated.
	No. registered.	No. operated.	No. registered.	No. operated.	No. registered.	No. operated.		
Alabama	4				86	68	90	68
Arkansas	1	1			25	21	26	22
California	6	6			214	256	300	282
Connecticut	5	5			79	50	84	55
Delaware					13	13	13	13
Georgia	1	1			690	645	691	646
Idaho	2	1					2	1
Illinois	56	56			42	42	98	98
Indiana	27	27			94	94	121	121
Iowa	2	2			16	16	18	18
Kansas	5				4	2	9	2
Kentucky	126	126			114	111	240	237
Louisiana	4	3					4	3
Maine			1	1			1	1

Statement showing the number of distilleries registered, &c.—Continued.

States and Territories.	Grain.		Molasses.		Fruit.		Total number registered.	Total number operated.
	No. registered.	No. operated.	No. registered.	No. operated.	No. registered.	No. operated.		
Maryland	8	8			20	20	28	28
Massachusetts	2	2	7	7	23	19	32	28
Michigan	1	1					1	1
Minnesota								
Mississippi					48	43	4	4
Missouri	17	13			88	78	105	91
Montana								
Nebraska	1						1	
Nevada	1						1	
New Hampshire			1	1	2	2	3	3
New Jersey	2	2			121	114	123	116
New Mexico					5	2	5	2
New York	18	18			76	74	94	92
North Carolina	6	6			210	160	216	166
Ohio	81	59			129	51	210	110
Oregon					6	6	6	6
Pennsylvania	73	69	1	1	17	16	91	86
Rhode Island			1	1			1	1
South Carolina					103	102	103	102
Tennessee	29	22			343	224	372	246
Texas					29	29	29	29
Utah								
Vermont					7	5	7	5
Virginia	10	6			376	336	386	342
Washington								
West Virginia	1	1			78	77	79	76
Wisconsin	11	10					11	10
Total	500	445	11	11	3,138	2,676	3,649	3,111

The following statement shows the number of grain and molasses distilleries in operation at the beginning of each month during the last fiscal year:

Months.	Number of distilleries.		Capacity of grain distilleries.		Capacity of molasses distilleries.		Total production capacity.
	Grain.	Molasses.	Bushels.	Gallons.	Gallons.	Spirits.	
July	192	7	49,107	172,849	9,401	7,990	179,837
August	168	9	41,387	145,020	11,919	10,131	152,457
September	170	9	45,519	162,820	9,451	8,032	150,322
October	177	9	49,977	174,505	11,139	9,467	151,981
November	205	10	66,188	230,108	12,946	11,004	169,146
December	236	9	62,877	217,555	12,223	10,329	165,704
January	278	11	69,255	247,150	13,176	11,198	173,629
February	313	11	69,585	232,185	13,331	11,312	174,033
March	350	10	74,138	258,150	13,021	11,054	183,363
April	357	10	73,889	254,281	12,340	10,475	181,985
May	345	11	71,145	246,287	10,016	8,492	175,920
June	226	9	57,674	200,375	9,896	8,411	166,260
Total	3,017	115	730,741	2,541,285	138,859	117,966	2,797,801

The quantity of spirits in bond July 1, 1871, was..... 6,742
The quantity entered in bond during the year ended June 30, 1872, was.... 67,255
The quantity withdrawn from bond during the same period was..... 64,914
The quantity remaining in bond June 30, 1872, was..... 10,103
The quantity remaining in bond July 1, 1871, as per present report, less than the quantity stated in the report for 1871, as shown by corrected reports of collectors received subsequent to the publication of the report for 1871, was.....

The total quantity of spirits in the United States not in internal revenue warehouses on the 1st of May, 1872, was 39,672,197 proof-gallons.

I would recommend that section 54 of the act of July 20, 1868, as amended by the act of June 6, 1872, be further amended so as to authorize you, in a more explicit manner than at present provided, to require export bonds of persons applying to export distilled spirits for the benefit of drawback. It is desirable that the language on this point should be perfectly clear and unquestionable, inasmuch as the exportation of spirits on which the tax has not been paid will be affected thereby as well as that provided for in section 54.

By the act of June 6, 1872, the fees of gaugers and the *per diem* compensation of storekeepers were made payable by the United States without re-imbursement by distillers, except by the increased rate of tax on distilled spirits, this increased rate having been determined partly by taking into account the amount heretofore paid for the services of such officers. But experience has already demonstrated that the amount to be paid will be not only greater (notwithstanding my most strenuous efforts to the contrary) than ever before, but also greater in proportion to the quantity of spirits produced.

It is apparent that the retention of spirits in the warehouse after the distiller has ceased operations, extends the time for payment of the tax due, and is therefore for his benefit only. In view of this, and the foregoing statement, I would recommend that when a distiller has ceased operations, the pay of the storekeeper for subsequent services at his distillery warehouse, in consequence of spirits remaining therein, shall be re-imbursed to the United States by the distiller.

FERMENTED LIQUORS.

By the act of June 6, 1872, the act of July 13, 1866, so far as it relates to fermented liquors, was re-enacted with some amendments, made at the solicitation of the principal brewers of the United States, designed to afford brewers better facilities than heretofore for the conduct of their business under internal revenue laws.

These concessions do not appear to have been of a character to endanger the public interests, as the following statement will show:

The tax received on fermented liquors at \$1 per barrel during the first quarter of the fiscal year ended June 30, 1872, was \$2,217,291 93, while the receipts from the same source during the first three months of the present fiscal year amount to \$2,684,241, an increase of \$466,949 07.

The average increase of about a million dollars annually during the last three fiscal years, as contrasted with the stationary character of the receipts during the four years next preceding, is certainly gratifying, but the increase during the first three months of the present fiscal year, as above stated, far exceeds that of any corresponding period in any other year since the organization of this Office.

The tax received on fermented liquors, at \$1 per barrel, was, for the years—

1867.....	\$5, 819, 345 49	1870.....	\$6, 081, 520 54
1868.....	5, 685, 663 70	1871.....	7, 159, 740 20
1869.....	5, 866, 400 98	1872.....	8, 009, 969 72

The number of persons engaged in the manufacture of fermented liquors during the fiscal year ended June 30, 1872, was 3,421, distributed as follows: Alabama, 5; Arizona, 10; Arkansas, 1; California, 226; Colorado, 36; Connecticut, 25; Dakota, 6; Delaware, 2; District of Columbia, 15; Florida, 2; Georgia, 4; Idaho, 12; Illinois, 216; In-

diaua, 169; Iowa, 171; Kansas, 46; Kentucky, 46; Louisiana, 16; Maine, 1; Maryland, 72; Massachusetts, 56; Michigan, 189; Minnesota, 114; Mississippi, 2; Missouri, 124; Montana, 36; Nebraska, 23; Nevada, 41; New Hampshire, 5; New Jersey, 83; New Mexico, 8; New York, 479; North Carolina, 1; Ohio, 288; Oregon, 31; Pennsylvania, 443; Rhode Island, 4; South Carolina, 2; Tennessee, 11; Texas, 44; Utah, 16; Vermont, 4; Virginia, 13; Washington, 14; West Virginia, 17; Wisconsin, 292.

I would recommend that sections 18 and 22 be so amended as to provide for packages known as "thirds." The act of March 2, 1867, authorized their use to accommodate brewers west of the Rocky Mountains, who are compelled to send their products from their breweries to the consumer or retailer on the backs of mules; this sized package being specially adapted to such a mode of conveyance. "Thirds" appear to have been omitted in the act of June 6, 1872, through inadvertence, and they should be restored.

The amendments made by the act of June 6, 1872, to section 59 of the act of July 20, 1868, as amended April 10, 1869, relating to the special taxes for selling spirituous and malt liquors and wines, were, it has appeared to me, intended simply to provide that, in addition to the former classes of liquor dealers, there should be two classes at a lower special tax authorized to sell malt liquors only, leaving to the former classes of liquor dealers the privilege of selling malt liquors which they previously possessed; also leaving unchanged the exemption from special tax as wholesale dealers extended to brewers who sold fermented liquors of their own production at the brewery in the original packages. Nevertheless that intention is not so clearly expressed by the language of the section as amended as is desirable in so important a provision of law.

To prevent the injustice which might be done by acting upon a more technical construction of the language used as to the several classes of liquor dealers and malt liquor dealers, I issued on the 30th of September last instructions to assessors and collectors to make assessments and collections in accordance with the above expressed view of the intentions of Congress, until I could bring the question to the attention of that body; and I also suspended the collection of all assessments which had been made contrary to that construction.

In view of this, I would respectfully recommend that the language of the section be made more explicit. I would also recommend that retail dealers in malt liquors be limited in their sales to quantities less than five gallons, and that those selling in quantities of five gallons and upwards be required to pay the wholesale dealer's tax.

TOBACCO.

The total receipts from tobacco for the fiscal year ended June 30, 1872, were \$33,736,170 52. Compared with the total receipts for the fiscal year ended June 30, 1871, the following results are shown:

Year ended June 30, 1872, tobacco—chewing, &c., and snuff.....	\$18,674,569 36
Year ended June 30, 1871, tobacco—chewing, &c., and snuff.....	20,677,717 84
Showing a decrease in class 32 cents of	<u>2,003,148 58</u>
Year ended June 30, 1872, tobacco—smoking, scraps, shorts, &c.....	\$5,896,206 33
Year ended June 30, 1871, tobacco—smoking, scraps, shorts, &c.....	4,882,821 83
Showing an increase in class 16 cents of	<u>1,013,384 50</u>

Year ended June 30, 1872, cigars, cheroots, &c.....	\$7,566,156 86
Year ended June 30, 1871, cigars, cheroots, &c.....	6,598,173 24
Showing an increase on cigars, &c., of.....	967,983 62
Year ended June 30, 1872, received from sale of export stamps	\$53,576 25
Year ended June 30, 1871, received from sale of export stamps	66,147 00
Decrease from sale of export stamps.....	12,570 75
Year ended June 30, 1872, received from dealers in leaf tobacco	\$260,487 62
Year ended June 30, 1871, received from dealers in leaf tobacco	221,661 98
Increased collection from dealers in leaf tobacco	38,825 64
Year ended June 30, 1872, received from dealers in manufactured tobacco	\$1,102,357 89
Year ended June 30, 1871, received from dealers in manufactured tobacco	970,017 96
Increased collection from dealers in manufactured tobacco.....	132,339 93
Year ended June 30, 1872, from special taxes of tobacco and cigar manufacturers	\$182,816 31
Year ended June 30, 1871, from special taxes of tobacco and cigar manufacturers	162,367 33
Increased collection from special taxes of tobacco and cigar manufacturers	20,448 98

Showing an increase in the total receipts from the manufacture and sale of tobacco in all its forms, over the receipts from the same sources for the preceding fiscal year, of \$157,263 34.

ANNUAL PRODUCTION.

The quantity of manufactured tobacco represented by the collection of taxes from this source for the fiscal year ended June 30, 1872, is as follows:

	Pounds.
Of chewing tobacco, snuff, &c., class 32 cents	58,358,029
Of smoking tobacco, scraps, shorts, &c., class 16 cents.....	36,851,290
Exported to foreign countries.....	9,565,981
Excess in warehouses June 30, 1872, over June 30, 1871.....	2,485,555
Total product for the year.....	107,260,855

The number of cigars, cheroots, &c., on which taxes were collected during the last fiscal year, was 1,527,705,972.

From the above statement it will be seen that the entire product of manufactured tobacco reported for the fiscal year ended June 30, 1872, exceeds the total product of the preceding fiscal year by 1,431,892 pounds, while the aggregate quantity which reached taxation for the last fiscal year was only 73,815 pounds in excess of the quantity which reached taxation the preceding year.

During the last fiscal year the quantity of class 16 cents, or smoking tobacco, was increased by 6,333,654 pounds, while the quantity of class 32 cents, or chewing tobacco, was diminished by 6,259,839 pounds, as compared with the preceding year. This change in the relative proportion of the two classes of tobacco was owing, no doubt, in a great measure, to the agitation of the question of taxation during several

months prior to the passage of the act of June 6, 1872, which provides for a uniform rate of 20 cents per pound on all descriptions of manufactured tobacco, in lieu of a graded tax. The anticipated increase of tax on class 16 cents smoking tobacco greatly stimulated the production and sale of this grade of tobacco during the last months of the year, while the prospect of a decrease of tax on class 32 cents, or chewing tobacco, operated largely to diminish the sale or removal, except in bond, of this grade of tobacco. Since July 1, the time when the new rate of taxation took effect, the sale and removal of plug and other kinds of tobacco on which the tax was diminished has been unprecedentedly large, and the collections for the first quarter of the present fiscal year from tobacco are greatly in excess of those made from the same source during the same quarter for any previous fiscal year.

UNIFORM RATE OF TAX.

So far as I am able to judge, the law providing for a uniform rate of tax on all manufactured tobacco, whether chewing or smoking, is operating very satisfactorily. There is now no reason why revenue officers should examine into the modes of manufacturing tobacco employed by any one, or for opening or examining any package to ascertain the character of its contents. If the package is a legal one, and has upon it a proper revenue stamp denoting the payment of the tax, with such additional marks, brands, and labels as the law prescribes, no officer is authorized to examine it further. Owing to the disturbing causes already referred to which have affected the trade for some months past it is now too early to predict with entire certainty what will be the actual result of the present uniform tax on the amount of revenue to be collected. I have, however, reason to believe that, with the additional safe guards provided by the new law against the sale of manufactured tobacco in fraud of the revenue, and with the taxes imposed upon the sale at retail of raw or leaf tobacco for consumption without its being subjected to any process of manufacture, the collections from tobacco under the uniform rate of 20 cents a pound, which is a reduction of more than six cents a pound from the average rate for the last two fiscal years, will reach nearly if not quite the sums realized for either of the same years. In making this estimate I am relying upon making collections on from eight to ten millions of pounds more of manufactured tobacco in consequence of the restrictions which the act of June 6, 1872, has placed upon the sale, for consumption, of raw or leaf tobacco.

EXPORT BONDED WAREHOUSES AND MANUFACTURED TOBACCO IN BOND.

	Pounds
There were remaining in store in the several export bonded warehouses on the 1st day of July, 1871.....	5,639.27
Placed in bond during the fiscal year ended June 30, 1872	21,194.62
Making a total of.....	26,833.89
There were withdrawn for export during the fiscal year ended June 30, 1872	9,565.71
Withdrawn on payment of tax during the fiscal year ended June 30, 1872	9,141.19
Making a total withdrawn during the fiscal year ended June 30, 1872	18,706.90
And leaving a balance in the warehouses July 1, 1872, of.....	8,126.99

By the act of June 6, 1872, the system of export bonded warehouses authorized by the act of July 20, 1868, was abolished, and the several warehouses established under said act are to be discontinued after the expiration of six months from the passage of the first named act. As the average quantity of tobacco withdrawn for export and consumption for the fiscal years ended June 30, 1871, and June 30, 1872, respectively, exceeded twenty millions of pounds, it was thought at the time of the passage of the law that six months would be ample time for the holders of tobacco then in bond, which was considerably less than eight millions of pounds, but increased after the passage of the act to the quantity given above as the balance on the 1st day of July, either to withdraw the same for export, or for sale and consumption, upon the payment of the tax. The reports received from month to month from the collectors in charge of bonded warehouses show that this quantity has been constantly diminishing, so that no great hardship will be imposed upon the owners of this tobacco by requiring them to affix stamps and withdraw the comparatively small quantity remaining in the warehouses at the expiration of the six months which the law allows for closing them out. This view of the case is especially apparent when the fact is taken into consideration that the owners of this tobacco have already had six months' credit for the taxes due on all of it, and on a considerable portion, a much longer time; and also the further fact, that these tobaccos, after having been stamped, can at any time be exported, and the owners obtain a drawback for the amount of tax which shall be shown to have been paid on them. In Baltimore the two warehouses have already been closed out by the action of the warehouse men, and I have given instructions to the different collectors under whose control the other warehouses are, to take the proper steps to close them all out immediately upon the expiration of the time fixed by law, by advertising for sale by the Government all tobacco which shall not then have been withdrawn by the owners.

The act of June 6, 1872, provides two modes for the exportation of manufactured tobacco to foreign countries. First, directly from the manufactory without the payment of any tax; and secondly, from the store or warehouse of the jobber, dealer, or commission merchant, after the tax has been paid, with an allowance of drawback on the presentation of proper evidence that the tobacco has been exported and landed in a foreign country or lost at sea. The few months that have intervened since the adoption of the new system have by no means afforded sufficient opportunity to test its practicability. Thus far, the two systems have both been in operation at the same time, the tobacco stored in warehouses being exported under the regulations in force at the time when the late act was passed, while direct exportations from the manufactories have been made under the new regulations. The two systems operating concurrently have not tended to harmony. I have seen nothing, however, as yet, which leads me to distrust the practicability and complete success of the provisions made by the act of June 6, 1872, for facilitating the exportation of tobacco to foreign countries. Any radical change in the law and regulations touching a business so varied and extensive as is the tobacco trade, requires time for persons engaged in it to accustom themselves to the alteration. For this reason such changes should be as infrequent as possible, and only made upon urgent necessity. That such a necessity existed for abolishing the old system of bonded warehouses at ports of entry, which allowed tobacco to be stored therein for home consumption as well as for export, and to be withdrawn therefrom at any time upon the payment

of the tax, few persons except those who enjoyed the privileges of such warehouses have expressed a doubt. Under the present law the credit system is entirely dispensed with, and no special privileges are given for making a monopoly of the trade in manufactured tobacco. All tobacco is required to have proper stamps affixed, indicating the payment of the tax, before it is removed from the place where it is made, except that which is intended for and actually bonded for export to a foreign country before it leaves the manufactory. This system, it is believed, will greatly widen the field for exportation, since it provides for direct shipments from any district in the country, the manufacturer filing his bonds and completing his shipping papers in his own district. It provides, also, for the shipment of tax-paid tobacco by any person who desires to export, giving him an allowance of drawback for the taxes paid; a privilege which was not allowed under the previous law. Persons having in their possession tax-paid tobacco, however badly damaged and unsalable, even to such a degree as to render it worthless for sale or consumption, can, by exporting the same, always realize therefrom an amount equal to the tax.

NEW DIES FOR CANCELLATION OF STAMPS.

Since the passage of the act of June 6, 1872, which authorizes the Commissioner of Internal Revenue to prescribe such instruments for cancelling stamps for tobacco, &c., as he and the Secretary of the Treasury may approve, a steel die for the cancellation of registered tobacco stamps has been prepared and furnished to every manufacturer of plug and fine-cut chewing tobacco in the country at the expense of the Government. This die is so constructed as to drive several portions of every stamp into the wooden package and lodge them there, so that if the stamp should be taken from the package it would be quite impossible to supply the portions thus driven into the wood to be re-used on any other package; and without the presence of the portions required to be driven into the wood, the fraud would immediately be apparent.

The use of this die is made imperative by regulations, and its operation is very generally satisfactory. With an entire re-issue of tobacco stamps, which has been made within the last year, printed on paper which the Government has made for this special use, and printed with different colored impressions, so as to preclude the possibility of counterfeiting by photography, with a more perfect cancellation effected with the new die, I am not aware that any new or additional device or contrivance of a mechanical nature is required to perfect the machinery which the Government is employing to collect the taxes on tobacco. Some additional device may be required to prevent the re-use of cigar-boxes from which the stamps have not been removed or destroyed. Should any such device hereafter be found which commends itself to the Government, there is authority given in the amended law for its adoption.

The present law relating to tobacco, though not claimed to be perfect, undoubtedly contains in its various provisions the practical results obtained from ten years of experience in internal revenue enactments. Under this law the tobacco business is believed to be safe and prosperous, while equal and ample protection is given to all. For these reasons I advise that there be no additional legislation on this subject at present.

Abstract of cases compromised.

The whole number of cases compromised, as provided under section 102, act of July 20, 1868, during the fiscal year ended June 30, 1872, was 479.

Amount of tax accepted	\$104,612 86
Assessed penalty fixed by law	2,947 99
Specific penalty in lieu of fines, penalties, and forfeitures	129,158 62
Total amount received by compromises	<u>236,719 47</u>

Abstracts of reports of district attorneys for the fiscal year 1872.

SUITS COMMENCED.

Number of criminal actions	4,070
Number of civil actions <i>in personam</i>	1,542
Number of actions <i>in rem</i>	729
Whole number commenced	<u>6,341</u>

SUITS DECIDED IN FAVOR OF UNITED STATES.

Number of criminal actions	1,297
Number of civil actions <i>in personam</i>	1,024
Number of actions <i>in rem</i>	636
Total number of suits decided in favor of United States	<u>2,957</u>

SUITS DECIDED AGAINST THE UNITED STATES.

Number of criminal actions	523
Number of civil actions <i>in personam</i>	196
Number of actions <i>in rem</i>	64
Total number of suits decided against the United States	<u>783</u>

SUITS SETTLED OR DISMISSED.

Number of criminal actions	1,873
Number of civil actions <i>in personam</i>	390
Number of actions <i>in rem</i>	145
Total number of suits settled or dismissed	<u>2,408</u>

SUITS PENDING JULY 1, 1872.

Number of criminal actions	3,668
Number of civil actions <i>in personam</i>	2,009
Number of actions <i>in rem</i>	568
Total number of suits pending July 1, 1872	<u>6,245</u>

Amount of judgments recovered by United States in suits in criminal actions	\$333,930 53
Amount of judgments recovered by United States in suits in civil actions <i>in personam</i>	1,337,361 09
Amount collected on judgments and paid into court in suits in criminal actions	109,939 10
Amount collected on judgments and paid into court in suits in civil actions <i>in personam</i>	443,431 93
Amount collected on judgments and paid into court in actions <i>in rem</i> or proceeds of forfeiture	185,452 08

ABSTRACT OF SEIZURES.

Seizures of property for violation of internal revenue law during the fiscal year ended June 30, 1872, were as follows:

187,619 gallons of distilled spirits, valued at.....	\$211,544 71
9,633 barrels of fermented liquors, valued at.....	47,847 00
102 pounds of snuff, valued at.....	65 50
254,836 pounds of tobacco, valued at.....	72,113 76
1,181,009 cigars, valued at.....	18,274 47
Miscellaneous property, valued at.....	296,417 00
Total value of seizures.....	646,263 25

The following table exhibits a comparison of the receipts from all sources taxable during the last two fiscal years, not already presented in this report:

	Receipts, fiscal year 1871.	Receipts, fiscal year 1872.	Increase.	Decrease
BANKS AND BANKERS.				
Bank deposits.....	\$2,702,196 84	\$3,643,272 19	\$941,075 35	
Bank capital.....	919,262 77	976,092 13	56,829 36	
Bank circulation.....	24,781 92	8,864 82		\$15,917 10
Total.....	3,644,241 53	4,628,229 14	997,904 71	13,917 10
INCOME.				
Income from individuals, including salaries.....	15,222,211 94	8,711,250 52		6,510,961 42
Bank dividends and undistributed profits.....	1,542,667 75	2,162,564 31	619,896 56	
Railroad companies' dividends and undistributed profits.....	1,121,439 59	1,851,296 30	729,856 71	
Railroad companies' interest on bonds.....	974,345 35	1,291,026 68	316,681 33	
Insurance companies' dividends and undistributed profits.....	243,905 91	270,531 14	27,625 23	
All other collections from income.....	58,780 91	150,192 83	91,411 92	
Total.....	19,162,650 75	14,436,861 78	1,785,172 45	6,510,961 42
Gas.....	2,573,122 92	2,631,718 56	58,595 64	
Adhesive stamps.....	15,342,739 46	16,177,320 60	834,581 14	

The increase on banks and bankers is \$983,988; on gas, \$258,590; and on adhesive stamps, \$834,581. The decrease in the receipts of income from individuals was \$6,510,961. \$1,785,172 were, however, offset by the increase in the returns from corporations, so that the balance shows a total decrease of only \$4,725,789. The large apparent falling off in the receipts of income from individuals is chiefly owing to a difference in the rate of tax. Of the \$14,434,950, exclusive of the salary-tax returned in 1871, \$10,680,967, or nearly 75 per cent. were collected at 5 per cent. under act of March 2, 1867, while the balance for the year and the whole amount for 1872 were returned under act of July 14, 1870, at 2½ per cent. Estimating 2½ per cent. on the taxable income of the two years, there is a difference of only \$677,781 in favor of 1871. The collections on the annual and monthly lists of 1871 amounted to \$7,625,409. The receipts to date on the lists of 1872 are slightly in excess of eight millions of dollars.

I present herewith a statement of the receipts for the first quarter of the present fiscal year, in connection with those of like character for the corresponding period of the year preceding. Returns from the following districts not having been received at the date of this report are not included in the receipts for the first quarter of the current year.

viz: Nebraska for July, August, and September; 7th Tennessee for September; 4th Texas for July, August, and September, and Utah for September.

Comparative statement showing the collections of internal revenue for the first three months of the fiscal years ending June 30, 1872 and 1873; also the increase and decrease from each source.

Sources of revenue.	Receipts from July 1, 1871, to Sept. 30, 1871.	Receipts from July 1, 1872, to Sept. 30, 1872.	Increase.	Decrease.
SPIRITS.				
Spirits distilled from apples, peaches; or grapes	\$103,612 37	\$288,976 35	\$185,364 18	
Spirits distilled from materials other than apples, peaches, or grapes	7,263,209 00	8,729,473 36	1,466,263 36	
Wine made in imitation of champagne, &c.		25 40	25 40	
Rectifiers	103,023 56	174,689 31	71,665 75	
Dealers, retail liquor	1,500,382 99	1,393,527 45		\$106,855 54
Dealers, wholesale liquor	232,409 41	356,553 33	124,142 92	
Manufacturers of stills, and stills and worms manufactured	2,944 17	2,011 61		932 56
Stamps, distillery warehouse, for rectified spirits, &c.	169,674 00	146,660 80		23,013 20
Stamps for distilled spirits intended for ex- port		518 75	518 75	
Distilleries, per diem tax on, distillers' special and barrel tax, excess of gaugers' fees, &c.	2,084,600 46	1,646,757 89		437,842 57
Total	11,459,915 96	12,739,189 45	1,247,917 36	568,643 47
TOBACCO.				
Cigars, cheroots, and cigarettes	1,863,989 87	2,199,537 97	335,548 10	
Manufacturers of cigars	32,400 96	34,698 32	1,297 36	
Snuff	110,217 03	258,352 71	148,135 68	
Tobacco, manufactured, of all descriptions	7,069,994 17	7,071,847 12		18,147 05
Stamps for tobacco or snuff intended for ex- port	19,104 00	1,349 80		17,761 20
Dealers in leaf tobacco	30,254 51	29,243 16		1,011 35
Dealers in manufactured tobacco	322,273 72	391,553 31	69,279 59	
Manufacturers of tobacco	5,093 86	2,133 85		2,959 91
Peddlers of tobacco		17,194 77	17,194 77	
Sales of cigars, leaf tobacco, manufactured to- bacco, &c.	91,653 96	40,733 56		50,920 40
Total	9,565,362 08	10,046,637 67	572,055 50	90,799 91
FERMENTED LIQUORS.				
Fermented liquors, tax of \$1 per barrel on	2,217,291 93	2,624,241 00	466,949 07	
Brewers' special tax	78,264 09	73,606 17		4,657 92
Dealers in malt liquors		6,039 50	6,039 50	
Total	2,295,556 02	2,703,886 67	472,988 57	4,657 92
BANKS AND BANKERS.				
Bank deposits	1,181,188 50	1,148,215 16		32,973 34
Bank capital	239,909 92	188,189 63		51,727 29
Bank circulation	3,002 70	17,462 79	14,460 09	
Total	1,424,101 12	1,353,860 58	14,460 09	84,700 63
INCOME.				
Income from individuals, including salaries	3,518,466 95	3,318,542 65		199,924 30
Bank dividends and undistributed profits	955,890 03	60,967 36		894,912 67
Railroad companies' dividends and undistrib- uted profits	869,800 38	70,057 29		819,745 09
Railroad companies' interest on bonds	460,569 39	39 67		440,599 24
Insurance companies' dividends and undistrib- uted profits	141,612 69	1,636 11		139,976 58
All other collections from income	36,952 89	23,608 10		13,344 79
Total	6,023,282 33	3,514,479 62		2,508,802 71
Adhesive stamps	3,527,479 70	2,664,801 91		862,678 49
Penalties	117,310 36	153,099 30	37,788 94	
Articles and occupations formerly taxed but now exempt	1,262,467 90	674,666 90		587,801 00

The increase on spirits for the above period is \$1,279,273; on tobacco, \$481,256; on fermented liquors, \$468,331; on penalties, 37,789. Total increase, \$2,266,649. The falling off in receipts from banks and bankers is due to provisions in the act of June 6, 1872, one of which raises the exemption of all sums deposited in savings banks, &c., in the name of one person from \$500 to \$2,000, and the other exempts certain borrowed capital.

The decrease in the receipts from income is owing to the expiration of the tax by limitation with the assessment on incomes for the calendar year 1871. The receipts from stamps for the first quarter of the present fiscal year were doubtless diminished in anticipation of the repeal, October 1, ultimo, of all general stamps except those on bank checks, drafts, or orders. The receipts from sources formerly taxed, but now exempt, being collections on old lists, are of course constantly decreasing.

The receipts for the last fiscal year exceeded my estimate by \$6,770,946 73.

Important changes having been made in the law by act of June 6, 1872, touching spirits and tobacco, it is impossible to state with certainty at this early day how much the receipts for the current fiscal year will be affected by the modified provisions of the law. From the best information now obtainable, I estimate that they will not fall short under the present law of \$110,000,000.

CONSOLIDATION OF DISTRICTS.

The act of June 6, 1872, required the reduction of the internal revenue districts in the United States to not exceeding eighty in number, by uniting two or more districts into one; and also the reduction of the minor officers in the service to as small a number as would be consistent with their limited duties. Immediately upon the passage of this act general inquiry for information was made with a view to a prompt compliance with the law. This inquiry early developed the opinion of the leading officers in the service, whose positions rendered them impartial in the matter, that to consolidate at once would largely interfere to the loss of the Government, with the collection of taxes from assessments under repealed laws then in the hands of collectors. These collections could only be made with dispatch and certainty by those acquainted with the special localities and circumstances of tax-payers. To avoid a much greater loss by this untimely disturbance than could possibly be compensated by the consequent reduced expenditure, temporary delay was universally advised and finally determined upon. The interim was used in pushing to a rapid close the collection of these balances. The result has justified the propriety of the delay. It was estimated that by the act of June, 1872, the whole amount of internal revenue, exclusive of the balances under repealed laws, would be about \$110,000,000 per annum; while the actual receipts for the first quarter of the current fiscal year were at the rate of \$135,400,000, showing several millions of dollars in excess of the estimated receipts, and this very considerably from taxes due under the repealed laws. To have violently taken the lists containing these evidences of taxation out of the hands of almost every two of three collectors and committed them to the care of the remaining one would have introduced dangerous delay in the receipts and would probably have caused large loss at last. The collections have been large, and reflect great credit upon the officers.

The act of June 6 reduced the duties of assessors and assistant assess-

ors so as to leave but *three things*, which could not be done with equal propriety by the collectors and their deputies, two classes of officers remaining, both numerous and expensive, for a work that one class could as well do. The three duties referred to are the assessment of the *deficiency taxes on distillers*, an exceptional tax, only occasionally due, and the *data* for assessing which are always at hand from daily reports in this office. The majority of such assessments being reviewed and re-adjusted under the present system, all of them could as readily be certified from this Office to the collectors in the first instance. This would insure uniformity of adjustment, a thing almost impossible where two or three hundred unassociated minds are reading and interpreting law and regulations. Second, the *special* or license taxes, which are collected as a general rule but once (May) each year. The special tax certificates can be issued in books, as are the spirit and tobacco stamps, and charged to the collectors at their face value, crediting them (collectors) only with cash or the unused certificates returned to this Office. This system works admirably in the matter of spirits and tobacco, and can be very easily adapted to this other source of revenue. The *third*, and only remaining duty with which the collectors might not be entirely intrusted, is the tax on banks and bankers. This tax is payable but twice during each year, and is the sole remaining tax on corporations. The tax upon corporations was at one period all collected directly by this Office, at a time when it extended to railroad, insurance, canal and turnpike companies, in addition to banks and bankers. The history of this class of taxation shows that when so collected it was well collected, and the whole work done by less than fifteen clerks, at an average salary not exceeding \$1,400 per annum each. If fifteen men could collect this tax when it reached \$13,000,000 per annum and embraced five species under the class, all of them requiring monthly returns, it is not seen why a comparatively smaller number may not now manage one-fifth of the class, and only yielding, as estimated for the current fiscal year, \$800,000 in all. It further appeared that the exceptional labor could be done in this Office without increasing its force materially, and thus enable the discharge of the entire body of assessing officers. Inasmuch as the plan of reduction under the act of June 6 only provided *absolutely* for the reduction of some two-thirds of the principal officers, (460 in all,) and left the reduction of the assistants (over 1,300) *discretionary*, it seemed to be the better plan to ask Congress to make the larger reduction and make that absolute. It is not an easy matter to put out of commission a thousand or more officers. Experience has demonstrated that nothing short of unequivocal, inexorable law can surely do it. Discretion admits of doubt and suggests delay.

In view of the great confusion and loss of revenue anticipated by a general disturbance of the collecting offices; the simplicity and security of a system which shall have but one class of officers and those all under bonds; the fact that nothing is left for the assessing class to do that cannot be done either by the collectors or this Office; and that a saving of from one to two millions per annum of expense in salaries, &c., greater than would be effected under the act of June last, can safely be anticipated, I have had prepared the outlines of a law which will give effect to the above idea. This will be presented to the proper committees of the House of Representatives and the Senate immediately upon their assemblage in December proximo. If it is the judgment of Congress that this plan is preferable to that contemplated by the act of June, I ask their early adoption of its provisions, that it may be put into operation completely by the 30th of June, 1873.

In preparing the proposed plan I have consulted freely with the leading officers now in the service, as well as with many of those who heretofore have been prominent in it. Without an exception it has met their hearty concurrence. They have commended it with a view to its simplicity, concentration of responsibility, economy, and the just expectation of the nation that no more officers shall be retained than are clearly necessary for the due enforcement of the law. In this recommendation I have not forgotten that the plan, if accepted by Congress, will bring personal inconvenience to many of the ablest and best citizens of the country, now and for years in the service; and while I express the tribute of this Office to their intelligent, faithful, and efficient discharge of important duties, I cannot but suppose that their individual loss will be largely compensated in the consciousness of a great public gain.

Respectfully,

J. W. DOUGLASS,
Commissioner.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

REPORT OF THE COMPTROLLER OF THE CURRENCY.

REPORT

OF THE

COMPTROLLER OF THE CURRENCY.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
Washington, November 20, 1872.

SIR: I have the honor to submit for the consideration of Congress the following report:

The national currency act provides that it shall be the duty of the Comptroller of the Currency to report annually to Congress a summary of the state and condition of all the national banks, exhibiting their resources and liabilities, as returned in different reports during the preceding year; that he shall suggest amendments to the act by which the system may be improved, and present such other information with reference to the affairs of the national banks as may, in his judgment, be useful. The act also provides that the circulation shall be apportioned to associations in the States and Territories upon the basis of population, resources, business, and bank capital, and that a new apportionment of circulation not issued shall be made as soon as practicable, based upon the census of 1870.

The national currency act became a law on the 25th of February, 1863, and nearly ten years have therefore elapsed since the organization of the system. During this period the agricultural products, the manufactures, and the internal commerce of the country have increased beyond any former precedent; and notwithstanding the enormous waste of a protracted war, the reduction of nearly two thousand millions of dollars in the valuation of property by the abolition of slavery, (more than compensated, it is true, by the conversion of slaves to freemen,) and the collection of five thousand millions of dollars of taxes* imposed by the National and State Governments, the census returns of 1870 show an increase of population for the ten years previous of more than seven millions of persons, and an increase in the total wealth of the Union, of nearly fourteen thousand millions of dollars.

Since the organization of the national banking system, two thousand and sixty-one national banks have been organized; twenty-one of these have failed, and ninety-six gone into voluntary liquidation, by a vote of two-thirds of the shareholders, under section 42 of the act, leaving nine-hundred and forty-four banks in existence on November 1, 1872.

* The amount of national taxation, from 1863 to 1872, inclusive, is shown by the official returns to be as follows: From customs, \$1,573,460,608; from internal revenue, \$1,740,184,621; direct taxes, \$12,699,598.

The taxation not national, for the year 1870, is stated in the census returns at \$281,180,312. Assuming that the taxation "not national" was the same amount annually for the decade, the total taxation collected would be \$6,138,147,947.

The following table* will exhibit the progress of the system from October, 1863, to October, 1872:

RESOURCES.	October, 1863.	October, 1864.	October, 1865.	October, 1866.	October, 1867.
	66 banks.	508 banks.	1513 banks.	1644 banks.	1643 banks.
Loans and discounts.....	\$5,466,088	\$93,238,657	\$487,170,136	\$603,247,503	\$609,675,214
United States bonds.....	5,662,600	108,064,496	427,731,300	426,657,350	418,963,050
Due from banks and bankers..	2,625,597	34,017,116	107,372,212	119,734,408	103,618,336
Bills of national banks.....	764,725	4,687,727	16,247,241	17,437,699	11,841,104
Specie.....			18,072,012	9,220,483	12,796,044
Lawful money.....	1,446,807	44,801,497	189,988,496	205,770,641	157,439,088
LIABILITIES.					
Capital stock.....	7,188,393	86,782,802	393,157,206	415,278,969	420,073,415
Surplus.....		2,010,286	38,713,390	53,359,277	66,083,367
National bank-notes outstanding		45,260,504	171,321,903	280,129,558	293,297,941
Deposits.....	8,497,681	122,166,536	549,081,254	597,960,993	568,212,337
Due to banks and bankers.....	981,178	34,862,384	174,199,998	137,483,456	112,756,151

RESOURCES.	October, 1868.	October, 1869.	October, 1870.	October, 1871.	October, 1872.
	1644 banks.	1617 banks.	1615 banks.	1767 banks.	1919 banks.
Loans and discounts.....	\$657,668,847	\$682,883,106	\$715,928,080	\$831,552,210	\$872,520,164
United States bonds.....	414,664,800	384,088,050	378,562,750	410,316,950	409,662,208
Due from banks and bankers..	110,127,370	100,853,544	109,426,971	143,176,640	128,180,342
Bills of national banks.....	11,842,974	19,770,023	19,512,927	14,197,653	15,734,099
Specie.....	11,749,442	23,002,406	18,460,011	13,252,998	10,229,754
Lawful money.....	156,047,205	129,564,295	122,609,577	134,469,735	118,971,104
LIABILITIES.					
Capital stock.....	420,634,511	426,399,151	430,399,301	458,255,696	479,629,144
Surplus.....	77,995,761	86,165,334	94,061,439	101,112,671	110,257,516
National bank-notes outstanding	295,769,489	283,583,645	291,798,640	315,519,117	333,493,027
Deposits.....	603,084,550	523,029,491	512,765,708	626,774,021	625,708,307
Due to banks and bankers.....	123,135,226	118,917,264	130,042,203	171,942,684	143,536,831

* The tables of which these values are an abstract are found in full on pages 2-9 of the appendix to this report.

† During the years 1863 and 1864 the items of specie and other lawful money were not separated in the bank reports.

‡ The whole amount of circulation issued and unredeemed on November 1, 1872, including circulation of banks which have ceased to do business, was \$342,593,470.

DISTRIBUTION OF THE CURRENCY.

The act of June 3, 1864, limited the issue of notes of circulation to three hundred millions of dollars. The act of March 3, 1865, provided that one-half of this amount shall be apportioned according to "the representative population," and the remainder among associations formed in the different States, District of Columbia, and Territories, "having due regard to the existing banking capital resources and business of each State, District, and Territory." The three hundred millions of circulation authorized were not, however, distributed in accordance with the act of March 3, 1865, already quoted. At the date of the passage of that act, only about ninety-nine millions of dollars had been issued, but contemporary with its passage, an amendment to the internal-revenue law (act of June 30, 1864) was passed, providing "that every national banking association, State bank, or State banking association, shall pay a tax of ten per centum on the amount of notes of any State bank or State banking association, paid out by them after the 1st day of Ju'y, 1866." But a subsequent section also provided that State banks

already organized, applying for authority to become national banks before the 1st day of July following, should receive such authority in preference to new associations applying for the same. Under this provision the State associations, whose circulation had been taxed out of existence, generally applied for authority to re-organize as national banks, and the result was that the banks in the Eastern and Middle States obtained a large excess of the amount to which they were entitled in the apportionment.

To remedy this inequality, the act of July 12, 1870, was passed, providing for an additional issue of circulating notes, amounting to fifty-four millions of dollars, to be distributed among those States having less than their proportion, and requiring the cancellation monthly of three per cent. certificates,* not less than the amount of circulation issued, and a new apportionment of the increased circulation as soon as practicable, based upon the census of 1870.

This additional circulation has been distributed to associations already organized, or in process of organization, in the following States and Territories:

States and Territories.	Circulation al- ready issued.	Amount due to banks organized.	Amount due to banks in process of organization.	Total circulation issued and au- thorized.
District of Columbia	\$544,500	\$29,700	.....	\$574,200
Virginia	1,607,520	90,000	.....	1,697,520
West Virginia	443,790	19,800	.....	463,590
North Carolina	1,019,500	189,000	.....	1,208,500
South Carolina	1,544,760	459,300	.....	2,004,060
Georgia	970,500	18,000	27,000	1,015,500
Alabama	793,180	431,100	135,000	1,359,280
Louisiana	2,584,000	575,000	297,000	3,456,000
Texas	239,975	90,000	180,000	509,975
Arkansas	27,500	50,000	157,500	235,000
Kentucky	4,357,450	22,500	45,000	4,424,950
Tennessee	1,620,950	244,500	720,000	2,585,450
Missouri	2,065,250	116,490	180,000	2,361,740
Ohio	4,268,780	614,400	135,000	5,018,180
Indiana	3,309,890	860,000	410,600	4,580,490
Illinois	6,251,740	234,000	459,000	6,944,740
Michigan	2,753,425	1,493,800	683,500	4,940,725
Wisconsin	766,900	949,350	135,000	1,851,250
Iowa	2,146,550	38,650	247,500	2,432,700
Minnesota	1,161,320	311,400	405,000	1,877,720
Kansas	1,027,000	284,000	435,000	1,746,000
Nebraska	558,500	63,000	459,000	1,080,500
Oregon	136,500	.....	45,000	181,500
Colorado	223,000	.....	.....	223,000
Utah	179,990	180,000	.....	359,990
Idaho	26,500	.....	.....	26,500
Montana	157,500	18,000	.....	175,500
Dakota .....	.....	.....	45,000	45,000
Wyoming	27,000	.....	.....	27,000
New Mexico	180,000	90,000	.....	270,000
	40,993,470	7,461,900	5,462,100	53,917,470

The census of 1870 does not furnish the banking capital of the country or sufficient data upon which an estimate can be made of the business of each State or Territory. If the statistics of the agriculture, the manufactures, and the commerce of every State of the Union were at hand, it would be necessary to estimate the proportion to which each branch of

*The amount of three per cent. certificates outstanding on July 1, 1870, was \$45,545,000.

industry would be entitled. No satisfactory basis for this purpose can be obtained, and, after consultation with the Secretary of the Treasury, it was decided that the distribution of the circulation, one-half upon population and one-half upon the resources or wealth* of the country, would comply with both the letter and the spirit of the act more nearly than any estimate not derived from official data.

* The following table contains an estimate of the ratio of circulation to population and wealth in the United States in 1860 and 1870; and a similar estimate for Great Britain and France in 1868:

UNITED STATES, 1860.		UNITED STATES, 1870.	
Population, (census of 1860).....	31, 443, 391	Population, (census of 1870)	38, 554, 771
Wealth, (census of 1860).....	\$16, 159, 616, 068	Wealth, (census of 1870).....	\$38, 066, 917, 367
Specie, 1862.....	\$200, 000, 000	Legal-tenders authorized.....	\$356, 000, 000
Bank circulation, 1862.....	238, 671, 218	National bank notes authorized.....	354, 000, 000
	<u>438, 671, 218</u>	Fractional currency.....	40, 000, 000
		Specie in circulation.....	40, 000, 000
			<u>790, 000, 000</u>
Ratio of circulation to wealth....	2.71 per cent.	Ratio of circulation to wealth....	2.63 per cent.
Circulation <i>per capita</i>	13.95 +	Circulation <i>per capita</i>	20.48 +
¹ UNITED KINGDOM—ENGLAND, SCOTLAND, AND IRELAND.		FRANCE.	
Population, (estimated, 1868)	31, 000, 000	Population (1868)	34, 000, 000
Wealth (1868).....	\$40, 000, 000, 000	Wealth (1868)	\$40, 000, 000, 000
Specie (August, 1868).....	\$400, 000, 000	Specie (October 1, 1868).....	\$700, 000, 000
² Bank-notes, 1868	196, 000, 000	Bank-notes, 1868	252, 000, 000
	<u>596, 000, 000</u>		<u>952, 000, 000</u>
Ratio of circulation to wealth....	1.49 per cent.	Ratio of circulation to wealth....	2.36 per cent.
Circulation <i>per capita</i>	19.48 +	Circulation <i>per capita</i>	28.05 +

¹ Leone Levi, in his volume "On Taxation," page 5, estimates the wealth of Great Britain, in 1865, at six thousand millions of pounds. Paul Boiteau, in his work, "The Wealth and Finances of France," estimates the wealth of France, in 1865, at two thousand milliards of francs, or, say, four thousand millions of dollars. The estimates of the wealth and circulation of Great Britain and of the population and circulation of France, in 1868, are obtained from H. of R. Ex. Doc. No. 16, Fortieth Congress, third session, pp. 92-3-6.

²*Bank circulation of Great Britain and Ireland, October 1872.*

Bank of England, average for four weeks, ending October 30.....	226, 47, 64
Private banks, average for four weeks, ending October 26	2, 833, 72
Joint stock banks, average for four weeks, ending October 26.....	2, 300, 45
Total	31, 792, 82
Scotch banks, average for month of October	5, 472, 74
Irish banks, average for month of October	7, 381, 74
Total for United Kingdom.....	<u>44, 647, 30</u>

The circulation of the Bank of France for week ending October 31, was 2, 618, 663, 911 francs.

[*London Economist*, November 9, 1872, pp. 1372 and 1373.]

The following table will exhibit the amount of circulation outstanding and authorized to be issued to each State, and the amount to which each State is entitled upon the basis of population and wealth.

States and Territories.	Apportionment on population.	Apportionment on wealth.	Aggregate apportionment.	Outstanding and authorized circulation.
Maine	\$2, 877, 818	\$2, 053, 200	\$4, 931, 018	\$7, 612, 792
New Hampshire	1, 461, 128	1, 486, 800	2, 947, 938	4, 530, 675
Vermont	1, 517, 376	1, 390, 000	2, 907, 376	6, 642, 170
Massachusetts	6, 689, 889	12, 549, 300	19, 239, 189	58, 506, 686
Rhode Island	997, 747	1, 752, 300	2, 750, 047	13, 379, 900
Connecticut	2, 467, 152	4, 566, 600	7, 033, 752	17, 555, 858
New York	20, 118, 813	38, 287, 400	58, 386, 213	61, 719, 254
New Jersey	4, 159, 382	5, 540, 100	9, 699, 482	10, 663, 320
Pennsylvania	16, 167, 317	22, 425, 900	38, 593, 217	41, 479, 049
Delaware	573, 873	566, 400	1, 140, 273	1, 599, 005
Maryland	3, 524, 651	3, 787, 800	7, 312, 451	9, 233, 097
District of Columbia	604, 560	743, 400	1, 347, 960	1, 577, 996
Virginia	5, 624, 042	2, 407, 200	8, 031, 242	3, 908, 946
West Virginia	2, 029, 041	1, 115, 100	3, 144, 141	2, 393, 907
North Carolina	4, 919, 022	1, 539, 900	6, 457, 922	1, 733, 420
South Carolina	3, 239, 045	1, 221, 300	4, 460, 345	2, 315, 580
Georgia	5, 435, 587	1, 575, 300	7, 010, 887	2, 282, 301
Florida	861, 846	265, 500	1, 127, 346	
Alabama	4, 578, 646	1, 185, 900	5, 762, 546	1, 606, 983
Mississippi	3, 800, 529	1, 239, 000	5, 039, 529	8, 876
Louisiana	3, 336, 863	1, 693, 900	5, 030, 763	4, 409, 624
Texas	3, 757, 640	938, 100	4, 695, 740	849, 220
Arkansas	2, 223, 936	920, 400	3, 144, 336	304, 750
Kentucky	6, 064, 027	3, 557, 700	9, 621, 727	7, 574, 333
Tennessee	5, 777, 118	2, 938, 200	8, 715, 318	3, 094, 851
Ohio	12, 234, 726	13, 151, 100	25, 385, 826	24, 063, 947
Indiana	7, 714, 871	7, 469, 400	15, 184, 271	14, 988, 369
Illinois	11, 659, 230	12, 496, 200	24, 155, 430	18, 175, 352
Michigan	5, 435, 357	4, 230, 300	9, 665, 657	7, 582, 943
Wisconsin	4, 841, 403	4, 141, 800	8, 983, 203	3, 283, 793
Iowa	5, 481, 081	4, 230, 300	9, 711, 381	5, 798, 367
Minnesota	2, 018, 445	1, 345, 200	3, 363, 645	3, 407, 470
Missouri	7, 901, 509	7, 557, 900	15, 459, 409	6, 835, 928
Kansas	1, 672, 754	1, 115, 100	2, 787, 854	1, 879, 700
Nebraska	564, 592	407, 100	971, 692	796, 400
Nevada	195, 052	177, 000	372, 052	34, 363
Oregon	417, 377	300, 900	718, 277	285, 000
California	2, 571, 783	3, 752, 400	6, 324, 183	
Colorado	182, 993	123, 900	306, 893	475, 500
Utah	398, 396	88, 500	486, 896	433, 339
Idaho	68, 852	35, 400	104, 252	81, 000
Montana	94, 540	88, 500	183, 040	210, 500
Wyoming	41, 855	35, 400	77, 255	27, 500
New Mexico	421, 742	194, 700	616, 442	270, 000
Arizona	44, 334	17, 700	62, 034	
Dakota	65, 096	35, 400	100, 496	45, 000
Washington Territory	109, 964	88, 500	198, 464	
Fractional redemptions added.				8
	177, 000, 000	177, 000, 000	354, 000, 000	333, 917, 470

The final distribution of the fifty-four millions will still leave a deficiency of forty millions in different States of the Union, which will require to be filled before the proportion among the several States will be equalized upon the basis of wealth and population. This deficiency arises from the fact that while fifty-four millions of new circulation were authorized, there was, at the time of the passage of the act, a deficiency existing of ninety-four millions of dollars.

Section 6 of the act of July 12, 1870, provides that, after the whole fifty-four millions of circulation shall have been distributed, twenty-five

millions additional shall be withdrawn from banking associations organized in States having an excess, and distributed among States having less than their proportion, first, by reducing, in such States, the circulation of all banks having more than one million of dollars, to that amount; and, secondly, by withdrawing from other banks having a circulation exceeding \$300,000 their circulation *pro rata* in excess of that amount. Under this act it will be the duty of the Comptroller, as soon as the amount of circulation authorized shall have been issued, to make requisition upon the banks indicated as prescribed. The twenty-five millions of circulation would be withdrawn from the following cities and States: From four banks in the city of New York, \$5,018,000; from thirty-six banks in the city of Boston, \$11,403,000; from fifty-three country banks of Massachusetts, \$2,894,000; from fifteen banks in Connecticut, \$2,997,000; from sixteen banks in the city of Providence, \$2,688,000. This would reduce the circulation of all the banks of Massachusetts, of Rhode Island, and of Connecticut to \$300,000, without reference to the business of each. If the banks do not respond to these requisitions—and, as their notes are scattered throughout the whole country, it will be impracticable for them to do so—the Comptroller is required at the end of one year to sell a sufficient amount of bonds and redeem their notes as they come into the Treasury, until the whole amount required shall have been returned. The notes will not come to the Treasury for redemption unless first assorted by the brokers and resold by them to new national banks about to be organized. This will encourage the objectionable practice of authorizing new national banks with circulation upon the condition that currency shall be purchased of brokers in the market at from four to six per cent. premium—a practice which should not be encouraged or authorized by law. The Comptroller therefore recommends the repeal of this section, and the authorization of the issue of five millions of dollars of additional circulation annually for the next five years, to be distributed among the States which are deficient.

This, with the fifty-four millions of circulation recently authorized, will probably furnish all the additional currency required during the next five years for the establishment of new national banks in the States which are deficient, and virtually inaugurate a free banking system.

The Comptroller also recommends that the law be so amended that national banks may be organized in accordance with its provisions, without circulation, upon the deposit of ten thousand dollars of United States bonds with the Treasurer, instead of the deposit of one-third of the capital paid up, as now required.

Three national gold-banks have been organized in California, under the act of July 12, 1870, with an aggregate capital of \$2,800,000, and circulation \$1,480,000, based upon United States bonds at the rate of 80 cents on the dollar. This currency is redeemable in coin, is more convenient than the coin itself in the transaction of business, and circulates freely at par upon the Pacific coast. Other applications have been received for the organization of similar institutions, and it is probable that this kind of circulation will be considerably increased during the coming year.

The following table will exhibit the number of banks organized, the number closed and closing, and the number in operation, with their capital, amount of bonds on deposit, and circulation, in each State and Territory, on the 1st day of November, 1872 :

States and Territories.	Banks organized.	Closed and closing.	In operation.	Capital paid in.	Bonds on deposit.	Circulation issued.	In actual circulation.
Maine	63	2	61	\$9,225,000 00	\$8,499,250 00	\$9,201,296 00	\$7,612,792 25
New Hampshire	43	1	42	5,148,370 60	5,113,000 00	5,442,555 00	4,550,875 00
Vermont	42	1	41	8,010,012 50	7,413,500 00	7,930,900 00	6,642,170 00
Massachusetts	214	3	211	89,147,000 00	66,305,750 00	75,731,725 00	58,506,686 50
Rhode Island	62		62	20,464,800 00	14,972,400 00	16,545,930 00	13,379,900 00
Connecticut	83	3	80	25,291,820 00	20,256,800 00	22,440,240 00	17,955,855 50
New York	320	34	286	111,104,141 00	69,945,050 00	90,831,645 00	61,719,254 50
New Jersey	61	1	60	13,340,350 00	12,060,650 00	13,035,175 00	10,663,320 00
Pennsylvania	212	10	202	52,960,240 00	46,890,250 00	51,969,540 00	41,479,049 50
Delaware	11		11	1,528,185 00	1,453,200 00	1,612,345 00	1,299,005 00
Maryland	34	1	33	13,640,202 50	10,391,250 00	11,738,070 00	9,233,097 25
District of Columbia	8	3	5	1,752,000 00	1,701,000 00	2,062,500 00	1,548,296 00
Virginia	25	4	24	3,835,000 00	3,876,000 00	4,069,450 00	3,548,949 75
West Virginia	19	2	17	2,506,000 00	2,552,750 00	2,928,000 00	2,374,107 00
North Carolina	10		10	1,952,500 00	1,740,100 00	1,845,500 00	1,544,420 00
South Carolina	10		10	3,036,000 00	2,083,000 00	1,846,180 00	1,829,280 00
Georgia	13	2	11	2,620,000 00	2,356,400 00	2,340,050 00	2,129,301 75
Alabama	10	1	9	1,296,000 00	1,183,000 00	1,225,400 00	1,078,883 25
Mississippi	2	2				66,000 00	8,876 25
Louisiana	9	1	8	4,850,000 00	4,074,000 00	4,014,320 00	3,654,824 50
Texas	5		5	725,000 00	725,000 00	792,270 00	601,720 00
Arkansas	3	1	2	205,000 00	180,000 00	281,750 00	237,250 00
Kentucky	34	1	33	7,676,000 00	7,127,150 00	7,260,020 00	6,569,833 00
Tennessee	24	1	23	3,246,300 00	3,133,650 00	3,152,450 00	2,798,451 25
Ohio	176	10	166	27,312,645 00	25,202,850 00	28,462,970 00	22,793,347 60
Indiana	91	3	88	16,662,900 00	15,926,300 00	17,148,995 00	14,295,369 25
Illinois	139	4	135	19,843,371 97	17,702,500 00	18,782,405 00	15,998,052 70
Michigan	76	3	73	8,848,800 00	7,386,550 00	7,602,780 00	6,498,593 00
Wisconsin	48	6	42	3,300,000 00	3,221,050 00	3,886,310 00	2,997,643 60
Iowa	81	8	73	5,752,000 00	5,568,000 00	6,347,825 00	5,081,967 40
Minnesota	31	2	29	3,162,600 00	3,008,150 00	3,147,190 00	2,688,470 00
Missouri	41	4	37	9,475,300 00	6,724,350 00	7,372,350 00	6,066,526 00
Kansas	24		24	1,625,000 00	1,590,000 00	1,596,400 00	1,366,700 00
Nebraska	10	1	9	850,000 00	850,000 00	796,800 00	751,400 00
Nevada	1	1				146,200 00	34,363 50
Oregon	1		1	250,000 00	250,000 00	231,500 00	225,060 00
Colorado	6		6	575,000 00	530,000 00	519,140 00	475,500 00
Utah	4	1	3	350,000 00	350,000 00	356,610 00	253,319 00
Idaho	1		1	100,000 00	100,000 00	99,200 00	81,000 00
Montana	4		4	300,000 00	236,000 00	197,800 00	192,500 00
Wyoming	1		1	75,000 00	30,000 00	27,500 00	27,500 00
New Mexico	2		2	300,000 00	200,000 00	185,500 00	180,000 00
Total	2,057	117	1,940	482,432,538 57	382,968,900 00	434,960,786 00	340,993,470 30
GOLD-BANKS.							
Massachusetts	1		1	300,000 00	150,000 00	120,000 00	120,000 00
California	3		3	2,800,000 00	1,850,000 00	1,481,100 00	1,480,000 00
Total	4		4	3,100,000 00	2,000,000 00	1,601,100 00	1,600,000 00

The following comparative tables will exhibit the amount of circulation issued under State laws, previous to the establishment of the national banking system, and the amount authorized by Congress; the ratio of bank circulation issued in 1862 and now issued, to capital and to deposits; the per capita of circulation in 1862; and the per capita of circulation authorized by Congress:

COMPARATIVE TABLE NO. 1.—*Exhibiting, by States, the *bank circulation, the per capita, the ratio of circulation to wealth, to capital, and to deposits, previous to the organisation (in 1862) of the national banking system.*

	Bank circulation, 1862.	Population, 1860.	Circulation per capita.	Wealth, 1860.	Ratio of circula- tion to wealth.	Ratio of circula- tion to capital.	Ratio of circula- tion to deposits.
Maine	\$6,488,478	688,979	\$10 33	\$190,211,600	Pr. cl. 3.4	Pr. cl. 81.3	Pr. cl. 126
New Hampshire	4,192,034	326,073	12 86	156,310,860	2.6	85.3	90
Vermont	5,621,851	315,098	17 84	122,477,170	4.6	143.7	67
Massachusetts	28,957,630	1,231,066	23 52	185,237,433	3.5	48.2	65
Rhode Island	6,413,404	174,680	36 73	135,337,589	4.7	30.7	119
Connecticut	13,642,758	460,147	30 08	444,974,114	3.1	63.5	152
Total Eastern States	65,516,155	3,135,283	20 90	1,863,648,765	3.5	51.7	88
New York	39,182,819	3,880,735	10 10	1,643,338,517	2.1	36.0	19
New Jersey	8,172,398	672,035	12 16	467,918,394	1.7	98.9	85
Pennsylvania	27,689,504	2,906,215	9 53	1,416,501,818	1.9	106.8	64
Delaware	678,340	112,216	6 04	46,942,181	1.5	176.2	133
Maryland	6,649,030	687,049	9 68	376,919,944	1.8	54.9	46
Total Middle States	82,372,091	8,258,250	9 97	4,150,990,784	2.0	53.1	31
District of Columbia		75,060		41,064,945			
Virginia	19,817,148	1,596,318	12 41	793,949,681	2.5	120.2	57
West Virginia							
North Carolina	5,218,598	992,622	5 26	358,739,399	1.4	66.3	256
South Carolina	6,089,036	703,708	8 65	548,138,754	1.1	48.7	163
Georgia	8,311,728	1,057,286	7 86	645,895,237	1.3	56.2	216
Florida	116,250	140,424	83	73,101,500	.1	97.3	167
Alabama	5,055,222	984,201	5 24	495,237,078	1.0	101.5	147
Mississippi		791,305		607,394,911			
Louisiana	8,876,519	708,002	12 54	602,118,568	1.5	51.0	133
Texas		604,215		365,800,614			
Arkansas		435,450		219,256,473			
Kentucky	9,035,794	1,155,684	7 82	666,043,112	1.3	65.5	112
Tennessee	4,540,906	1,109,601	4 09	493,903,892	.9	127.4	480
Missouri	4,037,277	1,182,012	3 42	501,214,398	.8	35.9	117
Total Southern and South- western States	71,098,408	11,516,108	6 17	6,410,506,562	1.1	68.3	127
Ohio	9,057,837	2,339,511	3 87	1,193,898,422	.7	159.6	77
Indiana	6,789,890	1,350,498	5 02	528,835,371	1.3	154.9	225
Illinois	619,286	1,711,951	36	671,860,282	.1	31.4	155
Michigan	131,087	749,113	17	257,163,983	.0		9
Wisconsin	1,643,900	775,881	2 12	273,671,668	.6	53.8	69
Iowa	1,249,000	674,913	1 85	247,336,265	.5	156.5	97
Minnesota	198,494	172,023	1 15	52,294,413	.4	62.4	213
Kansas	2,770	107,206	03	31,327,895	.0	5.3	46
Nebraska		28,841		9,131,056			
Total Western States	19,684,564	7,909,867	2 49	3,465,581,355	.6	125.4	93
Nevada		6,857					
Oregon		52,465		28,930,637			
California		379,994		207,874,613			
Colorado		34,277					
Utah		40,273		5,596,118			
Idaho							
Montana							
Wyoming							
New Mexico		93,516		20,813,769			
Arizona							
Dakota		4,837					
Washington Territory		11,594		5,601,466			
Total Pacific States and Ter- ritories		623,813		268,816,602			
Grand total of States and Territories	238,671,218	31,443,321	7 59	16,159,616,068	1.5	58.9	61

* The circulation of the State banks in the year 1862 has been obtained from page 210 of the report of the Secretary of the Treasury on the condition of the banks at the commencement of the year 1863. The returns from Delaware, Maryland, Louisiana, Tennessee, and Kentucky were not complete. The aggregate amount of State bank circulation reported at that time was much greater than at any previous period.

COMPARATIVE TABLE No. 2.—*Exhibiting, by States, the amount of authorized circulation, (aggregate, \$354,000,000.) together with the population and wealth in 1870, the authorized circulation per capita, the ratio of authorized circulation to wealth, and the ratio of circulation issued (aggregate \$340,993,470) to capital and to deposits.*

	Outstanding and authorized circulation.	Population, 1870.	Authorized circulation per capita.	Wealth, 1870.	Ratio of authorized circulation to wealth.	Ratio of circulation outstanding.	
						To capital.	To deposits.
Maine	\$7,612,792	698,915	\$12 14	\$348,155,671	Pr. ct. 2 2	Pr. ct. 83	Pr. ct. 139
New Hampshire	4,550,575	318,300	14 30	252,624,112	2 8	88	197
Vermont	6,642,170	330,351	20 09	235,349,553	2 8	83	190
Massachusetts	58,506,686	1,457,351	40 15	2,132,148,741	2 7	61	89
Rhode Island	13,379,090	217,353	51 56	286,965,646	4 5	65	198
Connecticut	17,935,858	537,454	33 41	774,631,524	2 3	71	125
Total Eastern States	108,648,281	3,487,924	31 15	4,039,875,247	2 7	69	110
New York	61,719,254	4,389,750	14 08	6,500,841,264	.9	56	25
New Jersey	10,663,390	904,086	11 77	940,976,084	1 1	80	61
Pennsylvania	41,479,049	3,521,851	11 78	3,806,340,112	1 1	78	51
Delaware	1,299,095	125,015	10 39	97,180,833	1 3	85	75
Maryland	9,233,007	780,894	11 82	643,746,976	1 4	68	61
Total Middle States	124,393,725	9,716,715	12 80	11,991,087,249	1 0	65	35
District of Columbia	1,577,996	131,700	11 98	126,873,618	1 2	88	54
Virginia	3,908,946	1,225,163	3 19	409,598,133	1 0	93	55
West Virginia	3,383,907	442,014	5 41	190,651,491	1 3	91	89
North Carolina	1,071,361	1,071,361	1 62	980,757,244	.7	79	63
South Carolina	1,753,430	1,071,361	3 98	908,146,989	1 1	60	108
Georgia	2,915,580	765,806	1 93	283,169,207	.9	81	110
Florida	2,292,301	1,184,109	.....	44,163,655	.....	.....	.....
Alabama	1,806,983	994,992	1 81	901,855,841	.9	83	108
Mississippi	8,876	827,928	0 01	909,197,345	.0	.....	.....
Louisiana	4,409,824	736,915	6 07	323,125,666	1 4	75	57
Texas	849,220	818,579	1 04	159,052,549	.5	83	74
Arkansas	304,750	484,471	63	156,394,691	.2	116	206
Kentucky	7,574,333	1,321,011	5 73	604,318,552	1 3	86	208
Tennessee	3,094,851	1,258,520	2 46	498,237,724	.6	86	71
Missouri	6,835,926	1,721,225	3 97	1,284,922,697	.5	64	96
Total Southern and South-western States	39,096,913	13,103,406	2 98	4,945,455,595	.8	79	85
Ohio	24,063,947	2,665,960	9 03	2,935,430,300	1 1	83	76
Indiana	14,998,369	1,690,637	8 92	1,268,180,543	1 2	86	113
Illinois	18,175,352	2,539,891	7 16	2,191,008,579	.9	81	49
Michigan	7,582,943	1,184,059	6 40	719,208,118	1 1	73	58
Wisconsin	3,283,793	1,054,670	3 11	702,307,329	.5	91	47
Iowa	5,798,387	1,194,020	4 86	717,644,750	.8	88	65
Minnesota	3,407,470	439,706	7 75	228,900,590	1 5	85	54
Kansas	1,879,700	364,399	5 16	188,892,014	1 0	84	56
Nebraska	796,400	122,993	6 48	69,277,483	1 1	88	35
Total Western States	79,976,341	11,245,635	7 11	8,251,530,706	1 0	83	66
Nevada	34,363	42,491	81	31,134,019	.1	.....	.....
Oregon	225,000	90,923	2 47	51,558,932	.4	90	40
California.....	.....	560,247	.....	638,767,017	.....	.....	.....
Colorado	475,500	39,864	11 93	90,943,303	2 3	83	24
Utah	433,339	86,786	4 99	16,159,995	2 7	70	52
Idaho	81,000	14,999	5 40	6,552,621	1 2	81	85
Montana	210,500	90,595	10 22	15,184,522	1 4	64	43
Wyoming	27,500	9,118	3 02	7,016,748	.4	36	34
New Mexico	270,000	91,874	2 94	31,349,793	.9	60	198
Arizona.....	.....	9,658	.....	3,440,791	.....	.....	.....
Dakota	45,000	14,181	.....	5,999,752	.....	.....	.....
Washington Territory.....	.....	23,935	.....	13,582,164	.....	.....	.....
Total Pacific States and Territories	1,892,292	1,004,691	1 75	840,969,710	.2	75	212
Fractional redemptions added	8	.....	.....	.....	.....	.....	.....
Grand total of States and Territories	353,917,470	38,558,371	9 18	30,068,918,507	1 2	71	56

TAXATION, EARNINGS, AND DIVIDENDS.

The national banks pay the following taxes to the Treasurer of the United States: One per cent. annually on circulation outstanding; one-half of one per cent. annually upon deposits; and one-half of one per cent. annually on capital not invested in United States bonds. These taxes are payable semi-annually. The amount of taxes collected by the Treasurer from January 1, 1864, to January 1, 1872, was as follows:

On circulation	\$19,177,734 54
On deposits.....	18,611,945 72
On capital.....	2,453,025 17
Total.....	40,242,705 43

The national banks, prior to May 1, 1871, also paid to the Commissioner of Internal Revenue a license or special tax of \$2 on each \$1,000 of capital, and an income-tax on net earnings to December 1, 1871. The special or license tax from May 1, 1864, to May 1, 1871, amounted to \$5,322,688.43; the income-tax from March 1, 1869, to September 1, 1871, amounted to \$5,539,289.17. The following table will exhibit the amount of taxes collected from these sources during the years 1870-71:

Duty on circulation, deposits, and capital.		License-tax on capital.		Taxation of earnings.		Total taxation.
Year ended-	Amount.	Year ending-	Amount.	Year ending-	Amount.	
Dec. 31, 1870	\$6,017,460 34	April 30, 1870	\$866,238 54	Aug. 31, 1870	\$2,696,035 27	\$9,573,734 15
Dec. 31, 1871	6,505,812 11	April 30, 1871	884,016 49	Aug. 31, 1871	1,371,105 31	8,769,953 95
Totals ..	12,523,272 45	.....	1,750,255 03	.....	4,067,140 58	18,340,668 06

The Comptroller, in his report for the year 1867, made careful statements of the taxes on national banks for the year 1866, from which it appears that the banks, during that year, paid over sixteen millions of United States and State taxes, as follows:

To the United States Government.....	\$8,069,932
To the States.....	7,949,451

The amount of taxes paid to the several States was derived from specific returns of about fourteen hundred banks, the minimum rate in each State being calculated for those banks which made no returns. A similar statement for the year ending December 31, 1867, exhibits the following results:

Amount of taxes paid to the United States.....	\$9,525,607 31
Amount of taxes paid to the State authorities.....	8,813,126 22

Aggregate taxes paid..... 18,338,734 53

Or 4½ per cent. upon a capital of \$422,804,666.

The aggregate State tax was believed to be considerably below the actual amount paid. Assuming the amount of State taxes paid by the national banks to be the same as that paid to the United States Government, (which is a moderate estimate,) we shall have the total taxes paid by the national banks during these four years:

1866.....	\$16,019,339 10
1867.....	18,338,734 53
1870.....	19,159,462 30
1871.....	17,529,867 52

The act of March 3, 1869, required specific returns to be made of the dividends and net earnings of the national banks after the declaration of each dividend. From these returns the following table has been prepared, exhibiting the aggregate capital and surplus; total dividends and total earnings of the national banks, with the ratio of dividends to capital; dividends to capital and surplus; and earnings to capital and surplus, for each half-year, commencing March 1, 1869, and ended September 1, 1872.

Period of six months ending—	Number of banks	Capital.	Average surplus.	Total dividends.	Total net earnings	Ratios.		
						Dividends to capital.	Dividends to capital and surplus.	Earnings to capital and surplus.
						<i>Per. ct.</i>	<i>Per. ct.</i>	<i>Per. ct.</i>
Aug. 31, 1869.	1, 481	\$401, 650, 802	\$82, 105, 848	\$21, 767, 831	\$29, 221, 184	5. 42	4. 50	6. 04
Feb. 28, 1870	1, 571	416, 366, 991	86, 118, 210	21, 479, 095	28, 996, 934	5. 16	4. 27	5. 77
Aug. 31, 1870	1, 601	425, 317, 104	91, 630, 020	21, 080, 343	26, 813, 885	4. 96	4. 08	5. 19
Feb. 28, 1871	1, 605	428, 699, 185	94, 672, 401	22, 205, 150	27, 243, 162	5. 18	4. 24	5. 21
Aug. 31, 1871	1, 693	445, 999, 264	98, 286, 591	22, 125, 279	27, 315, 311	4. 96	4. 07	5. 02
Feb. 28, 1872	1, 750	450, 693, 706	99, 431, 243	22, 839, 826	27, 502, 539	5. 07	4. 16	5. 00
Aug. 31, 1872.	1, 852	465, 676, 023	105, 181, 942	23, 627, 289	30, 572, 891	5. 12	4. 17	5. 36

The following table will exhibit, in a concise form, the ratios of dividends to capital; dividends to capital and surplus; and earnings to capital and surplus, of the national banks in every State of the Union, and in the redemption cities, semi-annually, from March 1, 1869, to September 1, 1872:

Table exhibiting by States and redemption cities the ratios of dividends to

States, Territories, and cities.		Ratios of dividends to capital for six months ending—						
		Aug. 31, 1869.	Feb. 28, 1870.	Aug. 31, 1870.	Feb. 28, 1871.	Aug. 31, 1871.	Feb. 28, 1872.	Aug. 31, 1872.
		Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.
1	Maine.....	5.19	5.14	5.23	5.18	5.13	5.07	5.25
2	New Hampshire.....	4.88	4.96	4.82	4.82	4.68	4.80	4.74
3	Vermont.....	4.87	4.99	5.28	4.86	4.76	4.74	4.74
4	Massachusetts.....	5.41	5.30	4.99	5.42	5.29	5.45	5.45
5	Boston.....	5.49	4.95	4.92	4.94	4.81	4.75	4.75
6	Rhode Island.....	4.44	4.51	4.45	4.43	4.31	4.38	4.38
7	Connecticut.....	4.98	5.33	5.16	5.30	5.20	5.25	5.25
8	New York.....	4.90	4.36	4.44	4.54	4.44	4.70	4.71
9	New York City.....	5.16	4.90	4.59	4.71	4.66	4.73	4.73
10	Albany.....	5.32	5.13	5.32	5.32	4.94	4.15	4.94
11	New Jersey.....	5.70	5.84	5.39	5.62	5.12	5.74	5.74
12	Pennsylvania.....	5.35	5.37	5.58	5.32	5.23	5.36	5.36
13	Philadelphia.....	6.09	5.96	5.79	4.90	5.76	5.74	5.74
14	Pittsburgh.....	5.51	5.14	5.16	5.15	5.36	5.41	5.41
15	Delaware.....	5.70	3.38	5.53	5.13	5.12	5.13	5.13
16	Maryland.....	5.61	5.75	5.23	5.57	5.30	5.16	5.16
17	Baltimore.....	5.40	5.49	4.98	4.79	4.70	5.09	5.09
18	District of Columbia.....							
19	Washington.....	5.	5.	5.	5.	5.	2.62	4.55
20	Virginia.....	5.11	5.50	4.90	4.75	4.34	4.61	4.61
21	West Virginia.....	5.20	5.04	5.05	5.29	4.18	5.44	5.44
22	North Carolina.....	7.31	5.65	4.15	4.27	4.44	6.	5.45
23	South Carolina.....	5.81	13.59	5.53	6.	5.48	5.40	5.40
24	Georgia.....	6.40	5.73	5.63	9.34	5.35	4.98	5.34
25	Alabama.....				4.75	5.60	5.64	5.64
26	New Orleans.....	5.	6.15	6.15	6.15	5.21	5.64	5.64
27	Texas.....	6.67	4.33	13.81	1.90	5.92	4.36	7.45
28	Arkansas.....							
29	Kentucky.....	5.24	5.16	4.99	5.03	4.63	4.19	4.4
30	Louisville.....	5.32	5.60	5.32	5.05	11.	5.37	5.
31	Tennessee.....	7.86	10.32	5.92	6.65	5.62	5.62	5.62
32	Ohio.....	5.83	5.13	4.79	5.75	5.63	5.82	5.82
33	Cincinnati.....	6.41	5.69	5.71	4.86	5.43	4.95	5.45
34	Cleveland.....	5.72	5.65	3.82	2.97	2.88	4.19	5.08
35	Indiana.....	5.58	5.41	5.21	6.06	5.58	5.37	5.37
36	Illinois.....	6.96	6.36	6.59	6.29	6.07	5.71	5.62
37	Chicago.....	6.33	3.21	2.75	4.80	5.05		6.32
38	Michigan.....	7.40	6.10	5.68	6.13	5.08	6.47	5.
39	Detroit.....	4.57	5.	5.	5.	5.	5.29	5.
40	Wisconsin.....	6.50	6.19	5.94	9.83	4.12	4.94	4.94
41	Milwaukee.....	5.69	4.35	4.60	5.31	4.60	4.87	14.
42	Iowa.....	7.96	6.43	5.38	5.50	5.12	4.76	14.15
43	Minnesota.....	6.89	7.02	5.49	8.11	6.91	5.25	5.4
44	Missouri.....	6.92	5.25	6.98	17.97	5.33	5.94	4.71
45	Saint Louis.....	5.11	4.27	3.71	3.14	2.29	1.30	1.1
46	Kansas.....	5.41	6.45	7.59	6.16	5.63	4.65	5.45
47	Leavenworth.....	10.	10.	22.40	8.	5.	10.	6.71
48	Nebraska.....	7.50	7.14	4.	6.25	6.25	7.08	6.71
49	Oregon.....	15.	15.			4.	6.	5.
50	San Francisco.....						0.83	5.
51	New Mexico.....					4.	7.	5.
52	Colorado.....		5.71	2.86		8.57	2.50	3.2
53	Utah.....						50.	
54	Wyoming.....							
55	Idaho.....	15.	15.	14.	16.	15.	14.	13
56	Montana.....						12.	
57	Nevada.....	3.						
	Averages.....	5.42	5.16	4.96	5.18	4.96	5.07	5.1.

NOTE.—In the above table the redemption cities are—

Complete statistics, in detail, of the capital, surplus, earnings, and dividends by States and cities, will be found on pages 38-44 of the appendix.

The national banks are required to furnish to this office not less than five statements during each year of their assets and liabilities, and also to make specific returns to the Treasurer, semi-annually, of their circulation, deposits, and the average amount of capital not invested in United States bonds. The officers of the United States, and of the different States, whose duty it is to collect taxes, have, therefore, at all times at their command the *data* from which to ascertain the amount of taxes to be collected; and it is believed that there is no other species of capital upon which the tax can be so definitely assessed and so certainly collected as the tax upon the national banks of the country. There is no doubt that in some instances, owing to large deposits in proportion to capital, or to high rates of interest in the new States, large dividends have been declared; but it will be seen from the above table that the average earnings of the national banks, after making a proper allowance for bad debts, are not more than a fair remuneration upon capital. The dividends declared do not probably exceed in the aggregate the dividends under the old State systems, and are far less than the average annual dividends of the English banks.*

It is generally supposed that the circulation issued to the nation

* The following statements of ten of the principal banks of London, including their branches, exhibiting the capital, reserve, deposits, net profits, and dividends of each, for the half-year previous to July 1, 1872, have been compiled from Abbott's tables in the London Bankers' Magazine for September:

No. of establishments.	Bank.	Paid-up capital.	Reserve fund.	Total deposits and acceptances.	Net profits.	Rate per cent. per annum of net profit on capital.	Amount of dividend for half year.	Rate per cent. per annum of dividend on capital.
8	London and Westminster	£22,000,000	£1,000,000	£26,773,829	£204,620	30.46	£200,000	30.00
6	London Joint Stock	1,200,000	454,890	20,935,302	140,923	23.49	130,000	23.00
114	London and County	1,000,000	500,000	19,327,458	103,086	20.62	100,000	20.00
5	Union	1,200,000	300,000	18,850,247	129,612	21.60	120,000	21.00
4	City	500,000	120,000	6,132,258	35,165	14.07	25,000	14.00
3	Imperial	450,000	65,000	2,631,925	23,744	10.55	18,000	10.00
23	London and South-western	166,180	5,000	661,963	5,578	6.71	4,154	6.00
3	Consolidated	800,000	68,000	3,082,791	39,645	9.91	32,000	9.00
4	Central	100,000	7,500	590,102	6,052	12.10	4,000	12.00
2	Alliance	800,000	110,000	2,522,771	29,920	7.48	24,500	7.00
	Total	8,216,180	2,628,390	101,528,646	718,345	17.49	647,154	17.00
Aug. 31, 1872.	Bank of England	14,553,000	3,019,295	126,974,008	716,375	8.32	727,650	8.00

†Public and other deposits, August 28.

The statistics of the Bank of England and its dividends were obtained from a report of the Bank of England, published in the London Bankers' Magazine for October, 1872. The usual dividends of this bank are 10 per cent. per annum, but the amount has varied for some years past from 8 to 13 per cent.

Similar statistics of 142 of the banks in Great Britain and Ireland, with an aggregate capital of £61,361,531, (or, \$298,622,027,) compiled from a table in the London Economist of October 26, 1872, (pages 345-6,) give the average dividends for the half-years prior to July 1, 1872, as, respectively, 5.71, 5.95, 6.25, and 6.41 per cent.

banks is a source of great profit; but if the premium upon bonds is considered as an ultimate loss, the profit upon circulation does not exceed 3 per cent. per annum. The chief source of profit in banking, under this as under all other systems, is from deposits, and upon this branch of business an annual tax is already fixed by law. If the system has the advantage of circulation, it is also subject to many restrictions which are considered burdensome, but which give steadiness and strength to the money transactions of the country. While the banks should contribute their proportion to the revenues of the country, they should not, under an imputation of extravagant profits, or an unfounded prejudice, be taxed to a greater degree than other corporations which are even less important to its prosperity.

The consolidation of the bank capital of the country in a sound and conservative system, with proper safeguards and restrictions, is of much greater importance than a penny-wise and pound-foolish imposition of excessive taxation, which will have a tendency to drive those banks that are not over-conscientious out of the system, with the purpose of evading all taxation whatever.

RESERVE.

A good deal of discussion has arisen during the recent stringency in the money market in the city of New York in reference to the provisions of the national currency act, requiring a reserve upon the liabilities of national banks.

The act requires that the country banks shall hold an amount of reserve equal to fifteen per cent. of the entire amount of their deposits and circulation, three-fifths of which reserve may be on deposit with national banks which are their agents in redemption cities. The national banks in the redemption cities must hold a reserve of twenty-five per cent., one-half of which may be on deposit with national banks in New York City.

The reserves of the nineteen hundred national banks located elsewhere than in the city of New York are held to a great extent in that city. For most of the time during the past year, an amount equal to more than one-fifth of the capital of all these national banks has been held on deposit by the national banks of the city of New York to the credit of their correspondents. In many cases these credits amount to twice the capital of the bank with which they are deposited; in other cases the amount of deposits is three, four, and even five times the capital, which amount has been attracted thither largely by the payment of interest on deposits. The failure of one of these New York City banks in a time of monetary stringency would embarrass, if not ruin, many banks in the redemption cities, and, in turn, the country correspondents of these banks would suffer from the imprudence of the New York bank, which would be responsible for wide-spread disaster. It is clear that a bank having such excessive liabilities has no right, even if there were no law, to increase its loans to such an unreasonable extent as to lead to embarrassment if unexpectedly called upon for the reserves of its correspondents. A provision of law prohibiting banks from extending their loans beyond three times their capital would seem to be not unreasonable, but such a provision would be much more restrictive than the present requirements of the law in reference to reserve.

The State laws of Massachusetts and Louisiana, which were in most respects models of a sound system of bank legislation, required an ample reserve to be kept on hand. The laws of the State of New York had

no such restriction. The country banks of that State were, however, required to redeem their notes in the city of New York, in specie, and an examination of their returns will show that while the country banks usually held but a very small proportion (about $2\frac{1}{2}$ per cent.) of circulation and deposits in their vaults, they were forced to keep on deposit with their city correspondents nearly as large a proportion of reserve as under the national system. An examination of the weekly returns made to the clearing-house in New York City will show that the State banks of established reputation in times of monetary stringency hold a sufficient reserve without such provision of law; while the larger proportion of banks, not included in the national system, are continually below a judicious limit. The truth is that the strong and well-managed banks do not need any law in reference to reserve, and do not, therefore, ask for a change of legislation in this respect. The weak banks and those already too largely extended wish to be free from all restrictions. It is the constant tendency of such banks to increase their liabilities. In times of excessive stringency loans are not made by such associations to businessmen upon commercial paper, but to dealers in speculative securities upon short time at high rates of interest; and an increase of call-loans beyond the proper limit is more likely to afford facilities for unwarrantable stock speculations than relief to legitimate business transactions. The law is intended as a wholesome restriction upon national banks, organized in almost every city and village in the Union. Next to the absolute security provided for the crumpled bits of paper in the pockets of every citizen, no provision of the act has done so much to give character and standing to the national banking system as the assurance to the thousands of depositors throughout the country (who, after all, are the chief source of profit to every bank) that a reserve, equivalent to such a proportion of the liabilities of every bank as the experience of years and the fluctuations of business have shown to be necessary, will always be kept on hand to answer the extraordinary and unexpected calls of creditors.

The variations in the liabilities requiring reserve in the banks of the city of New York are very great. The banks outside of New York, during the dull season, send their surplus means to that city for deposit upon interest, to await the revival of business. The banks in the city of New York, at such periods of the year, have no legitimate outlet for these funds, and are therefore threatened with loss. The stock board takes advantage of this condition of affairs, speculation is stimulated by the cheapness of money, and a market is found for the idle funds upon doubtful collaterals, and the result is seen in the increased transactions at the clearing-house, which, during the past year, exceeded thirty-two thousand millions of dollars, or an average of more than one hundred millions of dollars daily—not one-half of which was the result of legitimate business; the total amount of transactions being greater than that of the bankers' clearing-house of the city of London. The evil arises largely from the payment, by the banks, of interest on deposits—an old-established custom which cannot easily be changed by legislation. A considerable portion of these deposits would remain at home if they could be used at a low rate of interest, and made available at any time upon the return of the season of active business. No sure investment of this kind is, however, open to the country banks; and the universal custom is to send forward the useless dollars from vaults comparatively insecure to their correspondents in the city, where they are supposed to be safer, and at the same time earning dividends for shareholders. A Government issue bearing a low rate of interest to be

counted as a certain proportion of the reserve, and an increase of the amount which the country banks are required to keep on hand, is the proper remedy for such a state of things. Such an issue need not result in inflation, for the currency invested would be in the possession of the Government. If the currency is held, the objection is the loss of interest to the Government; but this loss would be no more than a just rebate upon the six millions of dollars of taxation annually paid by the banks to the Government, at a time when almost every kind of internal taxation has been discontinued. Such a reduction of taxation should not be grudgingly made, if the result shall be to give elasticity to the currency, to strengthen and steady the money market, to give additional security to seven hundred millions of dollars belonging to depositors by retaining in the vaults of the banks a large amount of funds for legitimate business purposes, which would otherwise be thrown upon the stock board to unsettle values throughout the country, and alternately increase and depress the price of every commodity.

For the information of those who do not believe that the banks usually hold the requisite amount of reserve, we have prepared tables showing that for the last five years, at from four to five different periods of the year, the banks organized in every State, and in the principal cities of the Union, have been found to hold, in almost every instance, a considerable amount beyond the requirements of law.

Table showing for twenty-two different dates during the five years, 1868-72, the percentage

	States and Territories.	1868				1869			
		Jan. 6.	April 6.	July 6.	Oct. 5.	Jan. 4.	April 17.	June 12.	Oct. 2.
1	Maine	Perct. 23.6	Perct. 22.6	Perct. 21.5	Perct. 22.7	Perct. 20.7	Perct. 12.3	Perct. 21.	Perct. 19.1
2	New Hampshire	24.8	24.1	23.6	23.9	21.4	21.4	23.7	12.
3	Vermont	20.9	21.	21.4	21.1	21.7	12.9	21.2	19.3
4	Massachusetts	24.5	22.8	24.5	23.2	23.3	21.1	20.7	21.6
5	Rhode Island	21.5	19.	22.	20.9	19.6	12.1	17.5	12.
6	Connecticut	22.9	20.2	22.2	21.4	20.9	19.6	21.1	21.4
7	New York	23.	22.3	22.7	22.5	22.1	20.3	19.6	19.9
8	New Jersey	23.6	24.3	24.9	24.5	23.3	24.2	23.6	21.4
9	Pennsylvania	23.3	23.7	23.9	22.8	22.2	21.	21.2	21.2
10	Delaware	23.3	23.2	24.3	23.6	25.1	23.5	22.2	21.7
11	Maryland	25.3	23.2	23.4	24.2	22.9	21.7	24.	22.3
12	District of Columbia	19.1	14.2	17.2	20.2	37.9			
13	Virginia	19.2	12.9	20.2	19.3	19.1	12.7	15.3	12.
14	West Virginia	21.6	19.3	20.1	19.9	20.5	16.9	16.2	15.7
15	North Carolina	27.7	25.1	24.2	23.3	23.1	25.6	25.4	19.7
16	South Carolina	64.	64.8	61.	31.6	46.4	41.9	53.9	25.7
17	Georgia	37.9	34.9	36.4	32.1	32.4	31.2	41.7	30.2
18	Alabama	36.2	36.5	41.6	34.7	34.1	22.2	21.7	22.6
19	Mississippi	24.8	31.5	45.4	44.7				
20	Texas	47.	54.6	51.2	39.2	50.1	42.7	42.7	40.7
21	Arkansas	21.3	9.3	19.2	16.2	12.9	21.9	12.3	2.7
22	Tennessee	25.	25.2	24.9	24.	27.1	22.2	22.3	20.4
23	Kentucky	24.6	23.5	22.2	23.2	24.9	19.6	22.3	21.4
24	Ohio	22.9	21.1	21.9	21.1	22.1	19.2	19.5	19.6
25	Indiana	22.2	22.3	21.2	20.7	21.2	19.2	19.3	19.7
26	Illinois	24.9	23.9	26.1	24.6	24.7	21.7	22.3	21.3
27	Michigan	25.4	24.3	26.5	24.9	24.2	22.2	22.4	21.4
28	Wisconsin	22.	24.2	27.5	25.1	27.4	22.2	22.4	21.4
29	Minnesota	21.9	19.6	22.	23.5	20.5	17.1	21.1	17.1
30	Iowa	26.3	24.2	32.4	21.9	23.7	21.3	21.9	21.3
31	Missouri	24.2	24.6	22.3	25.4	25.9	24.7	23.2	21.2
32	Kansas	15.5	32.7	39.	25.5	25.3	22.7	22.7	21.2
33	Nebraska	17.3	20.4	40.2	20.5	42.6	42.9	42.7	12.
34	Nevada	24.	26.5	22.	31.9	29.3	49.3	42.4	
35	Oregon	22.2	37.3	40.5	30.1	32.1	27.4	25.5	30.1
36	California								
37	Montana	42.4	41.9	31.	41.1	45.9	15.	34.7	22.
38	Idaho	12.3	19.2	44.2	30.8	31.	21.7	25.2	25.1
39	Colorado	30.1	12.	22.9	33.9	25.5	24.5	31.1	34.9
40	Utah	17.1	12.9	12.4	16.7	12.9			
41	Wyoming								
42	New Mexico								
	Averages	23.9	22.2	24.	22.9	22.9	20.9	21.6	23.
	<i>Redemption cities.</i>								
1	New York	33.2	31.9	31.9	32.6	33.2	27.2	30.1	34.7
2	Boston	32.1	26.5	34.2	30.3	32.1	27.2	25.3	25.1
3	Philadelphia	36.9	32.3	36.2	31.9	32.9	30.2	30.4	25.9
4	Albany	36.2	34.3	31.1	33.9	42.1	41.5	31.9	30.5
5	Pittsburgh	29.2	30.6	27.9	29.4	29.3	25.1	24.9	25.3
6	Baltimore	32.4	27.2	31.2	27.2	30.9	27.4	27.5	24.9
7	Washington	26.8	24.2	27.5	26.1	27.6	25.7	27.5	27.4
8	New Orleans	36.3	42.5	34.2	32.9	31.4	36.5	44.3	31.4
9	Louisville	29.2	36.	31.	29.4	30.1	29.4	29.2	29.2
10	Cincinnati	23.4	24.3	26.6	25.1	27.4	23.7	24.3	25.5
11	Cleveland	29.2	26.4	21.5	27.7	30.6	25.7	25.2	25.1
12	Chicago	32.6	30.6	34.2	35.3	35.1	30.2	33.4	32.7
13	Detroit	41.7	35.	29.9	36.7	32.1	27.6	31.7	27.7
14	Milwaukee	33.	30.6	32.2	33.4	34.7	27.7	30.7	27.4
15	Saint Louis	26.5	26.2	28.9	24.9	28.3	22.7	27.4	22.2
16	Leavenworth	27.	16.5	19.3	23.6	21.2	24.6	20.2	22.2
17	San Francisco								
	Averages	33.2	30.3	32.5	31.6	32.7	28.9	28.5	31.5

NOTE.—The reserve which the banks in the States and Territories are required to keep is 15 per centum in "redemption cities" are required to keep is 25 per centum of the aggregate amount of their circulation printed in bold-face type.

of reserve to circulation and deposits, in each of the States and redemption cities of the Union.

1870					1871					1872					
Jan. 22.	Mar. 24.	June 9.	Oct. 8.	Dec. 28.	Mar. 18.	April 30.	June 10.	Oct. 2.	Dec. 16.	Feb. 27.	April 19.	June 10.	Oct. 3.		
Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.		
22.7	22.7	22.	20.7	22.5	22.1	22.4	22.7	21.7	18.3	22.	18.6	19.6	19.5	1	
22.7	21.5	22.3	22.1	21.2	22.7	22.7	22.7	21.2	21.2	22.3	20.3	20.3	21.6	2	
21.7	19.9	20.7	19.7	20.6	20.6	20.7	21.3	20.8	18.4	18.7	17.	17.9	17.7	3	
24.9	24.9	21.8	20.8	20.3	22.6	23.	22.2	20.7	18.7	20.6	19.5	20.	20.2	4	
24.9	18.6	18.6	19.9	18.7	18.6	19.5	21.	18.9	17.1	18.2	17.2	18.	18.	5	
26.7	24.3	24.8	22.1	22.8	24.4	26.	25.2	20.1	22.5	20.9	20.9	22.9	20.6	6	
27.7	23.1	21.9	20.3	19.6	24.2	22.5	22.3	20.	18.4	21.1	20.	19.5	18.6	7	
27.7	23.1	24.4	22.4	22.3	23.9	23.1	24.5	22.5	21.4	22.5	22.4	23.	20.9	8	
25.1	24.4	22.5	20.1	20.5	21.9	22.2	21.9	19.4	18.4	21.5	21.3	19.4	19.	9	
25.1	24.6	19.5	23.	19.5	20.8	20.9	20.6	22.7	18.5	21.8	17.	20.2	24.2	10	
25.1	24.6	30.6	27.3	27.5	26.	24.1	26.4	22.6	24.5	24.6	21.7	23.8	24.2	11	
16.2	16.9	18.1	15.5	18.2	17.9	16.9	17.9	17.2	19.1	18.7	18.6	18.6	17.4	12	
19.4	20.	18.9	17.4	17.1	16.2	16.9	17.4	20.3	20.2	19.8	16.3	16.5	17.	13	
25.3	24.8	21.5	22.8	18.6	22.2	20.7	21.9	18.	21.4	23.2	21.	19.5	18.7	14	
26.6	21.5	23.9	21.1	21.6	26.6	31.9	23.1	20.1	18.7	23.2	20.4	22.5	17.8	15	
30.1	30.8	28.1	29.6	28.	25.7	30.7	28.5	19.9	19.4	26.2	24.7	21.5	21.5	16	
30.9	17.5	10.7	17.9	61.5	42.4	31.8	34.7	15.8	28.9	28.9	28.9	22.4	16.5	17	
46.2	49.6	45.7	39.9	34.5	41.4	50.1	40.	38.	31.1	35.7	39.7	33.8	26.6	18	
5.6	22.9	19.6	10.5	13.8	14.4	9.7	10.5	20.6	11.4	29.4	11.6	19.6	14.6	19	
27.9	24.7	24.1	22.3	25.4	22.1	21.	23.2	19.5	22.	21.4	21.6	21.9	16.6	20	
21.2	27.5	24.2	26.9	22.4	20.	19.4	20.3	22.8	18.8	18.6	18.4	18.	18.1	21	
18.4	19.3	20.9	19.7	18.2	21.1	21.4	22.4	21.6	21.	21.8	19.4	20.5	18.1	22	
22.3	21.7	26.2	20.3	23.3	20.	23.3	23.9	23.	19.7	19.	20.8	22.2	19.4	23	
23.5	21.	22.5	19.6	23.1	24.6	24.6	24.8	22.5	23.3	23.3	20.6	24.	19.4	24	
21.4	23.2	24.2	21.8	23.2	22.8	22.7	24.5	22.3	23.	22.4	19.5	19.2	19.	25	
16.8	20.1	24.9	23.4	19.2	17.1	19.6	24.6	25.4	19.4	17.1	16.5	21.7	19.8	26	
22.9	24.6	21.4	21.7	22.9	21.9	23.6	24.7	24.1	21.6	22.	22.6	22.1	18.6	27	
24.3	26.9	28.3	21.9	23.5	20.1	20.8	20.9	19.5	20.	19.9	19.6	23.9	17.6	28	
21.9	18.9	23.8	20.9	19.6	21.8	23.4	15.8	22.	20.1	18.	22.	23.7	23.8	29	
30.4	30.	33.3	28.	21.1	25.1	28.8	28.1	24.9	21.	16.9	21.	27.	22.5	30	
29.2	22.	32.1	21.1	24.3	34.1	35.	33.1	30.3	23.3	25.3	23.7	28.4	27.6	31	
15.1	18.	42.2	18.6	25.3	30.	13.2	22.2	15.5	18.2	14.	14.2	13.7	16.	32	
13.6	15.3	17.8	27.1	29.4	15.8	17.2	17.9	20.3	16.	13.6	21.1	48.1	16.6	33	
27.9	32.3	40.7	44.	36.4	27.7	23.4	27.1	28.2	23.5	21.6	24.6	24.7	26.1	34	
	6.4	3.5	13.5	25.2	10.4	15.9	15.	12.6	16.3	11.6	9.3	7.4	6.9	35	
						27.3	39.5	40.	35.7	25.3	14.9	10.7	16.9	36	
						18.6	9.9	28.4	13.2	21.6	7.8	12.1	17.2	37	
23.1	22.9	22.7	20.9	21.	22.6	22.6	22.9	21.2	19.9	21.3	20.2	20.8	19.3	38	
37.7	32.8	33.7	28.5	29.4	28.4	29.	30.9	26.7	27.6	25.7	26.7	29.1	24.4	39	
31.8	30.	29.5	29.6	28.9	32.7	31.	29.9	27.1	26.6	26.1	26.2	27.4	21.6	40	
42.3	33.5	35.	28.9	29.9	30.1	31.5	30.6	27.4	26.9	27.1	27.7	31.4	26.8	41	
41.6	43.6	41.9	39.	41.6	40.	42.5	49.	36.1	34.	32.3	31.4	35.2	24.8	42	
27.7	27.4	29.6	39.	27.2	27.3	27.2	27.6	28.3	21.3	28.3	23.5	27.9	24.8	43	
31.3	31.1	31.5	26.1	29.2	28.1	29.	30.1	26.	27.2	25.8	26.8	27.9	26.6	44	
26.6	27.5	27.4	27.3	26.2	30.3	39.2	34.5	27.5	24.9	24.9	34.4	34.9	22.5	45	
43.2	24.8	24.8	22.9	35.9	35.6	35.2	33.2	22.6	14.9	21.6	28.9	27.2	22.4	46	
28.4	31.1	27.6	32.	29.8	27.	30.	27.8	27.8	25.8	25.6	24.2	35.9	25.1	47	
29.4	29.1	28.9	27.9	30.8	28.9	32.7	34.1	35.8	27.5	27.8	25.1	28.1	28.9	48	
29.7	28.9	27.5	26.3	26.5	31.3	30.3	29.3	28.7	28.7	27.8	39.9	24.3	27.8	49	
30.4	30.6	29.4	30.7	30.1	29.4	32.	35.	31.7	38.5	30.5	29.2	37.4	27.2	50	
29.9	28.3	33.3	30.3	30.4	26.7	35.3	36.2	33.6	29.5	29.2	27.	27.3	27.6	51	
32.1	31.3	37.4	32.9	26.8	23.3	34.6	41.	31.	25.3	26.9	23.3	26.7	23.5	52	
31.5	31.6	32.5	27.1	27.7	25.	28.8	32.3	30.8	26.4	24.8	24.8	30.8	23.5	53	
34.7	35.7	38.4	23.8	23.5	22.2	26.8	19.2	18.7	22.6	20.3	37.7	42.8	16.4	54	
							74.1	18.4	57.5	49.7				55	
34.8	32.1	32.7	29.	29.4	29.7	30.4	31.3	27.7	27.8	26.9	27.1	29.	25.3	56	

centum of the aggregate amount of their circulation and deposits. The reserve which the banks in the and deposits. When the amount of reserve is less than the proportion required by law, the ratios are

A law which is so universally observed as to have become a rule with all the cautiously-managed banks of the country should not be repealed without full consideration. Carefully-prepared tables giving further information regarding the reserves of the National Banks will be found in the appendix to this report.

THE CHICAGO FIRE.

The great fire in Chicago, of October 8 to 11, 1871, should be mentioned among the noteworthy events of the year. The buildings occupied by the eighteen national banks in that city were all totally destroyed in the general conflagration, except one, and that one was rendered untenable for some weeks.

The amount of bills receivable held by these banks at that time was more than twenty-one millions of dollars, and the indebtedness to correspondents nearly nine millions, and to individual depositors about seventeen millions. For a time it was thought that they were so seriously crippled that they would be unable to resume business, and it was proposed to open their doors with the offer of payment by installments to their creditors. The contents of their vaults were, however, rescued in good condition, and finally wise and prudent counsels prevailed, owing largely to the presence and advice of my predecessor. Eight days after the conflagration the banks obtained new offices in dwelling-houses distant from their former locations, and opened for the transaction of business. Instead of balances being largely drawn upon, deposits flowed in freely from dealers and correspondents, and at the close of the first day's business the receipts were found to be considerably larger than the disbursements. It was soon ascertained that the immense losses anticipated upon bills receivable would not be experienced, and confidence was restored. The total loss arising from the fire on discounted paper is estimated at about six hundred thousand dollars, and the loss from the destruction of bank-buildings, furniture, and fixtures, at about one hundred and seventy-six thousand dollars. The banks, at the time of this disaster, had accumulated a surplus fund exceeding one-fourth of their aggregate capital, and had at their command a reserve equal to more than thirty per cent. of their liabilities, and consequently were able to resume business without embarrassment. The wisdom of the sections of the law requiring an accumulation of surplus and the holding of reserve could not be better illustrated.

By reference to the abstract of the condition of the national banks of the city of Chicago, on page 38 of this volume, evidence will be found of the steady increase of business in these banks during the past year.*

* Since the above paragraph was written a great conflagration has taken place in Boston, resulting in the destruction of from seventy to eighty millions of property. The facts pertaining to the Boston banks were in many respects similar to those of Chicago. Their aggregate capital was \$48,900,000; their surplus, \$11,440,000; their bills receivable, \$83,327,000; their deposits, \$40,841,000; and their reserve, according to the latest official reports, about twenty-five per cent. of their liabilities. The buildings of seven national banks, out of forty-nine transacting business in the city, were destroyed by the fire, but their cash assets were subsequently recovered. On the second day after the commencement of the fire all the banks but one were represented at the clearing house, and on the fourth day all of them had resumed business. The aggregate loss upon bills receivable is estimated at from two and a half to three millions of dollars. The losses of the banks are chargeable to surplus, which was in excess of the requirements of the law, and it is not supposed that the regular dividends to shareholders will be materially reduced by the disaster.

USURY.

Charges have been made against several national banks during the past year for receiving usurious rates of interest. These complaints have been made not only against banks in the South and West, where high rates of interest prevail, but also against banks organized in other States, where the usurious rate charged was but slightly in excess of the rate of six per cent., allowed by law. Section 30 of the act provides that when the amount of interest charged is greater than the rate authorized by State law, twice the interest paid may be recovered by the person paying the same; while section 53 provides that the franchises of an association may be forfeited if the directors of a bank knowingly violate the provisions of the act. The original national currency act of February 11, 1863, provided as a penalty for usury the forfeiture of the debt, and section 50 of the same act also subjected the rights, privileges, and franchises of an association to forfeiture for willful violations of the act. It may be doubted, therefore, whether Congress intended to impose a specific penalty involving the loss of the whole debt, and then, in addition, subject the same bank to a forfeiture of charter in a subsequent section, which is applicable to other violations of law. I am informed by gentlemen who participated in the framing of the present national currency act that the forfeiture of twice the amount of interest was regarded as a sufficient penalty for such violations of law, and, at the same time, a sufficient protection to borrowers.

These statements are confirmed by the act of April 22, 1870, "An act to amend the usury laws of the District of Columbia," which provides "that if any person or corporation in this District shall contract to receive a greater rate of interest than ten per cent. upon any contract in writing, or six per cent. upon any verbal contract, such person or corporation shall forfeit the whole of said interest so contracted to be received, and shall be entitled only to recover the principal sum due to such person or corporation." It will be observed that the forfeiture of the interest is the only penalty prescribed by Congress nearly six years after the passage of the national currency act for corporations and individuals in the District of Columbia.

The rates of interest fixed by State laws are not governed by any sound economical or business principles. In three of the New England States* usury laws are abolished, while in the remainder the rate has remained for half a century at a uniform standard, which is less than the present rate of the Bank of England. In Minnesota and Virginia, the rate is limited to twelve per cent.; in Illinois, Wisconsin, and Missouri, to ten per cent.; in Alabama and Ohio, to eight per cent., while in Pennsylvania, Maryland, and Kentucky, the rate is fixed at six per cent. In New York, the taking of an excess beyond the limit of seven per cent. forfeits the whole debt, and subjects the creditor to fine and imprisonment. It would be difficult to give any good reason why the rate of interest should be limited to ten per cent. in the city of Washington, to six per cent. in the neighboring cities of Philadelphia, Baltimore, Wilmington, and Raleigh, and to twelve per cent. across the Potomac, in Alexandria, and in the capital of Virginia. Many of the States have practically repealed their usury laws, while other neighboring States retain upon their statute-books laws which are so continually evaded that they have become obsolete. Savings-banks chartered by Congress, savings-banks, trust-

*The interest laws of Rhode Island, Massachusetts, and Connecticut will be found in the Appendix.

companies, and safe-deposit companies authorized by the legislatures of almost every State of the Union, as well as private bankers, offer for interest on deposits rates nearly equal, and sometimes exceeding the ruling rates allowed by law; and under such circumstances it is difficult to control by legislation the rates of the national banks.

Self-protection stimulates even the most conservative banks to control their own business and retain the accounts of dealers of long standing. The rates of interest charged must correspond in some degree to the supply of money and to the demand. If high rates are paid for deposits, it is with the expectation that the borrower will pay a rate correspondingly high. Hence loans are made to those dealers who will leave the largest proportion of the amount borrowed with the bank for the longest period in the guise of deposits. Banks in New York charge seven per cent., in Philadelphia and Baltimore, six per cent.; but their loans are made chiefly to dealers whose average accounts show balances continually on hand equal to one-eighth or one-fourth of the amount borrowed; while the banks in the South and the West not unfrequently charge the ruling rate without regard to the account of the customer. The expedients for violating the usury laws are so numerous that it may well be doubted whether it would not be better for all parties to allow the rate charged to be regulated by the state of the money market. Under existing laws, in an easy money market, the rate not unfrequently falls below that prescribed by law. If money is scarce, the rate is nominally within the limit, but really regulated in accordance with a previous understanding between borrower and lender.

There are no usury laws in Great Britain, or in the other commercial European states; and the commonwealth of Massachusetts, one of the most prosperous and enlightened States of the Union, has recently abolished* such laws; and it will be found, by reference to the table on page 16, that the earnings of the banks in that State for the four years since the passage of the act, have been even less than in many of the Eastern, Middle, and Southern States, where the rate is fixed at six per cent.

Mr. McCulloch, late Secretary of the Treasury, in his first report, as Comptroller of the Currency, recommended a uniform rate of interest, and expressed the opinion that Congress possessed the power to enact such a law, under the constitutional provision of regulating commerce among the several States. Congress alone has the power to coin money and regulate the value thereof; and if it alone has authority to issue and authenticate the paper currency of the country, there would seem to be no good reason why it should not also provide for its free circulation, which is now impeded by the ever-changing statutes of forty different legislatures.

The penalty for usury should at least be defined, and until this is done the Comptroller will not feel himself called upon to institute proceedings for forfeiture of the charter of a bank for usurious transactions, when it is evident that the business of the association is conducted legitimately and safely in other respects.

SAVINGS-BANKS.

The act of June 17, 1870, provides that savings-banks may be organized within the District of Columbia, under the provisions of section 4 of the act "to provide for the creation of corporations in the District

* Act of March 6, 1867.

of Columbia by general law ;⁷ and a subsequent act exempts from taxation the deposits of savings-banks in amounts less than \$2,000. It is claimed that, under this legislation, savings-banks, with capital paid up in full or in part, may be established in the District of Columbia, to be conducted for the benefit of the shareholders. The legislatures of many of the States have authorized the establishment of similar institutions, which, under the act of Congress, are exempt from taxation on deposits, while these identical deposits, if placed to the credit of savings-banks in a national bank, as is frequently the case, are subject to a tax of one-half per cent. per annum. It is evident that Congress intended to discriminate in favor of those institutions which are organized for the purpose of receiving and investing savings for the benefit of depositors, and not of shareholders.

The official reports of the savings-banks in New England show the deposits at the close of the year 1871 to have been \$312,333,479, or more than three times the amount of the aggregate deposits in the national banks. The deposits in the savings-banks of the State of New York, at the same date, were \$267,905,866, a sum also considerably in excess of the deposits of the national banks in that state. A large portion of these are not properly savings-deposits. Savings-banks in some portions of New England, New York, and Pennsylvania, as well as other States, have recently become formidable competitors of the national banks by offering much larger rates of interest for deposits than is usual in well-managed banks.

The proper functions of savings-banks are to make safe and judicious investments of the funds intrusted to them, and at specified times to divide the earnings among the depositors; but for the purpose of attracting the deposits of business men and others, who would otherwise do business with regularly organized banking institutions, the custom prevails, to a large extent, of offering high rates of interest for deposits before dividends have been earned. The result is that savings-deposits are, to a considerable extent, endangered by investments in street-paper, in loans to the managers of such institutions, and in speculative securities.

The savings-banks are among the most important business institutions of the country, and they should be fostered and maintained; but at the same time they should be restricted to a legitimate savings-bank business, and not allowed to encourage violations of usury laws nor to be controlled by the personal interests of shareholders, managers, or trustees. Frequent publications of reports should be required and their affairs subjected to rigid scrutiny from time to time by competent examiners. Special charters, with special privileges for savings-banks and trust companies, should not be granted, but all such institutions should be organized under general laws. The passage of such a law for the District of Columbia, with judicious provisions, would be productive of beneficial results and would afford an example, not only for those States which have no enactments of this kind, but also for the older States, whose present savings-bank laws are liable to great abuses.

LOCKING UP OF GREENBACKS.

The act of February 19, 1869, provides "that no national banking association shall hereafter offer or receive United States notes or national bank notes as security, or as collateral security, for any loan of money, or for a consideration shall agree to withhold

the same from use, or shall offer or receive the custody or promise of custody of such notes as security, or as collateral security or consideration, for any loan of money."

On the 5th of April last the Comptroller was advised that a bank in the city of New York, with a capital of \$1,000,000, and whose average exchanges at the clearing-house did not exceed \$300,000, was that morning creditor at the clearing-house for \$4,770,000. As it was evident that this large credit was not the result of legitimate business, the examiner was directed to make an examination of the bank, which was immediately done, in connection with a member of the clearing-house committee. From the examination, which was thoroughly and carefully conducted, it appeared that deposits had been made in that bank, by one individual, upon the morning of April 5, to the amount of \$4,100,000, the whole of which was drawn out upon the same day, upon the checks of the depositor, in legal-tender notes. The president of the bank denied that the bank had any interest in these transactions, and there was no evidence of any loan, or of advances in any shape, upon these deposits. These transactions were the subject, subsequently, of an investigation by the bank committee of the House of Representatives, and, although it was clear that the spirit of the law had been violated, no evidence could be obtained to warrant the commencement of a suit for the recovery of the penalty prescribed in the act referred to. The investigation undoubtedly had the effect to prevent the repetition of similar transactions; no offenses of this kind, on the part of any national bank, having since been brought to the attention of the Comptroller.

The New York clearing-house association subsequently passed a resolution declaring "that the clearing-house committee be and is hereby directed, whenever it appears, in its judgment, that legal-tender notes have been withdrawn from use through the agency of any bank, member of the association, to make an immediate examination of the bank in question, and should there appear to be complicity on the part of the bank or its officials, to suspend said bank from the clearing-house until action of the association shall be taken thereon."

The withdrawal of currency for illegitimate purposes has, however, since been accomplished without the assistance of the banks.

The rigid enforcement of the resolution of the clearing-house will prevent complicity on the part of the banks in such transactions; and if the New York stock-board and the leading banking-houses will unite with the clearing house, and refuse to transact business with unscrupulous men, who do not hesitate to embarrass legitimate business for the purpose of increasing or diminishing the values of stocks or bonds in which they are temporarily interested, they can do more to prevent such operations than any congressional enactment.

INSOLVENT BANKS.

Twenty-one national banks, organized in eleven different States with an aggregate capital of \$4,236,100, have failed since the organization of the system in 1863. The total circulation of these banks was \$2,942,793, of which \$2,441,430 has been redeemed in full, leaving a balance still outstanding of \$501,363, which will also be redeemed, upon presentation to the Treasurer of the United States, from the avails of United States bonds held as security for that purpose. Of these banks, five have been finally closed, (two during the past year,) having paid dividends to their creditors, as follows:

Name and location of bank.	Appointment of receiver.	Capital stock.	Amount of claims proved.	Dividends paid.	Remarks.
First National Bank, Attica, New York.	Apr. 14, 1865	\$50,000	\$122,089	58	Finally closed.
First National Bank, Medina, New York.	Mar. 13, 1867	50,000	170,165	32½	Finally closed.
Tennessee National Bank, Memphis, Tennessee.	Mar. 21, 1867	100,000	376,932	17½	Finally closed.
Crouton National Bank, New York City.	Oct. 1, 1867	200,000	170,752	88½	Finally closed.
First National Bank Keokuk, Iowa.	Mar. 3, 1868	100,000	205,256	62½	Finally closed.

Six national banks have failed during the past year, as follows :

Name and location of bank.	Appointment of receiver.	Capital stock.	Amount of claims proved.	Dividends paid.	Remarks.
				<i>Per ct.</i>	
Ocean National Bank, New York City.	Dec. 13, 1871	\$1,000,000	\$1,280,322	70	
Union Square National Bank, New York City.	Dec. 15, 1871	200,000	157,190	100	Claims paid in full.
Eighth National Bank, New York City.	Dec. 15, 1871	250,000	373,936	50	Cash on hand, \$28,474.62.
Fourth National Bank, Philadelphia.	Dec. 20, 1871	200,000	645,558	100	Claims paid in full.
Waverly National Bank, Waverly, New York.	Apr. 23, 1872	106,100	54,878	100	Claims paid in full.
First National Bank, Fort Smith, Arkansas.	May 2, 1872	50,000	7,633		Cash on hand, \$13,787.95.

Of these banks, the Union Square National Bank, New York, the Fourth National Bank, Philadelphia, and the Waverly National Bank, New York, have paid their creditors in full, a settlement, it is believed, without precedent prior to the establishment of the national system. The Eighth National Bank, New York, has paid a dividend of fifty per cent.; the Ocean National Bank, New York, a dividend of seventy per cent.; and the receivers of the Ocean National Bank, and of the First National Bank of Fort Smith, Arkansas, estimate that the creditors of both of these banks will ultimately receive a dividend of one hundred cents on the dollar. The remaining ten national banks which have failed are as follows :

Name and location of bank.	Appointment of receiver.	Capital stock.	Amount of claims proved.	Dividend paid.	Cash on hand.
				<i>Per cent.</i>	
Venango National Bank, Franklin, Pa.	May 1, 1866	\$300,000	\$724,010		\$100,347.58
Merchants' National Bank, Washington, D. C.	May 8, 1866	250,000			37,371.00
First National Bank, Selma, Ala.	Apr. 30, 1867	100,000	303,071		109,264.14
First National Bank, New Orleans, La.	May 20, 1867	500,000	1,116,631	35	167,670.76
National Unadilla Bank, Unadilla, N. Y.	Aug. 29, 1867	120,000	126,760		50,447.39
Farmers and Citizens' National Bank, Brooklyn, N. Y.	Sept. 6, 1867	300,000	1,169,000	92	13,937.89
First National Bank, Bethel, Conn.	Feb. 28, 1868	60,000	68,986	70	11,668.43
National Bank of Vicksburgh, Miss.	Sept. 24, 1868	50,000	20,403		12,373.11
First National Bank, Rockford, Ill.	Mar. 15, 1869	50,000	65,875		19,404.01
First National Bank, Nevada, Austin.	Oct. 14, 1869	250,000	169,314	50	33,159.65

* Also \$50,000 United States six per cent. bonds, on deposit with Treasurer.

The aggregate amount of claims proved against the seventeen national banks which have failed, (excluding the four banks which were Government depositories,) is \$5,205,068; the average dividends, $69\frac{1}{2}$ per cent.: the additional dividends to be declared are estimated at $14\frac{8}{10}$ per cent.; making, in all, dividends in favor of creditors of $84\frac{3}{10}$ per cent., which would leave an average deficiency of $15\frac{7}{10}$ per cent. to be collected of shareholders, as provided in section 50 of the act.

A final dividend in favor of the Farmers and Citizens' National Bank, of Brooklyn, will be made during the present year, of about four per cent., making, in all, dividends from the assets of ninety-six per cent. A final dividend of about forty per cent. in favor of the creditors of the National Unadilla Bank is delayed by a claim in litigation for the value of the bonds deposited as security for circulation in excess of the amount required to redeem its circulating notes, which will probably go to the Supreme Court for final adjudication. An assessment has been made upon the shareholders of the National Bank of Bethel, of $15\frac{1}{4}$ per cent., which, if collected, will pay the creditors in full, without interest, up to the date of the appointment of the receiver. A dividend of more than thirty per cent. will also soon be declared in favor of the creditors of the First National Bank of Nevada. The affairs of the Eighth National Bank of New York, and of the First National Bank of Rockford, Illinois, are involved in litigation, and the date of the final closing of their affairs is uncertain.

The Venango National Bank of Franklin, Pennsylvania; the Merchants' National Bank of Washington, District of Columbia; the First National Bank of Selma, Alabama, and the First National Bank of New Orleans, were United States depositories. The final dividend in favor of the creditors of the First National Bank of Vicksburg has been unexpectedly delayed by the recent presentation of a claim of the United States for money alleged to have been illegally deposited by the collector of internal revenue of that district, in the year 1868. Since that time no losses have occurred to the Government by deposits made in the national banks, although many millions of dollars have been continually on deposit with banks which are designated as depositories. The three first-named banks, at the time of their failure, had a large amount of Government funds on deposit.

The fifth section of the act of March 3, 1797, provides "that when any revenue officer or other person hereafter becoming indebted to the United States, by bond or otherwise, shall become insolvent; or where the estate of any deceased debtor, in the hands of executors or administrators, shall be insufficient to pay all the debts due from the deceased, the debt due to the United States shall be first satisfied; and the priority hereby established shall be deemed to extend as well to cases in which a debtor, not having sufficient property to pay all his debts, shall make a voluntary assignment thereof, or in which the estate and effects of an absconding, concealed, or absent debtor shall be attached by process of law, as to cases in which an act of legal bankruptcy shall be committed."

The Treasurer of the United States claims, under this act, that all deposits in these banks at the time of suspension, belonging to the United States, whether deposited to its credit directly, or to the credit of its disbursing officers, with interest thereon from the date of the failure of the bank, are entitled to priority of payment.

In the case of the First National Bank of New Orleans, other questions have arisen. At the date of its suspension the bank was in charge of officers of the Government, who were also engaged in the settlement of the accounts of a defaulting ex-assistant treasurer of the United

States. The nominal balance to the personal credit of this individual upon the books of the bank was \$315,779.10, and a certified check for this amount was taken from him, and about \$94,000 collected upon it. The Government holds this check, and claims that the balance uncollected shall have priority in payment, the same as if that amount had been on deposit to the credit of the United States. The creditors of the bank, on the other hand, claim that, at the time of the suspension, the bank held legal offsets, and that there was really no balance due upon the check held by the Government. The receiver concurs in this opinion, and if the claim should be presented to him in the usual way for settlement, it would be disallowed.

Unsuccessful attempts have been made to obtain a final decision in the Supreme Court of the United States upon these questions, owing, in part, as is believed, to defects in the present act. A large amount of funds has been on deposit with the Treasurer for the last three years, which will be distributed among the creditors as soon as a decision of the court can be obtained upon these points.

Section 50 of the national currency act provides that the Comptroller shall make a ratable dividend upon all claims which may be proved to his satisfaction or adjudicated in a court of competent jurisdiction; and this is the only existing provision in reference to the method of procedure in the proving of claims against an insolvent bank. The law should be so amended as to define the duties of the Comptroller and of the receiver in proving claims and in prescribing the mode and manner of referring conflicting interests to the proper tribunal for final arbitration. A bill for this purpose was introduced into the last Congress, reported by the Bank Committee, and referred to the Judiciary Committee of the House of Representatives. The passage of this bill will facilitate the settlement of the affairs of these banks, and simplify the method of procedure in all cases of insolvent banks.

An amendment is also suggested giving authority for the return of the assets of an insolvent bank to an agent of the shareholders upon their unanimous request, after full payment shall have been made to the creditors of the bank.

Where dividends are delayed by reason of protracted litigation, provision should also be made for the investment of the funds on deposit with the Treasurer in interest-bearing securities.

SURPLUS AND SPECIE.

The law requires that every national bank shall carry one-tenth part of its profits to surplus-fund account before the declaration of a dividend, until the same shall amount to 20 per cent. of its capital stock. This wise provision has been generally observed, and the returns show that the banks now have a surplus of more than one hundred millions of dollars, and considerably more than one-fifth of their capital in surplus account. The act also limits the liabilities of any association, person, company, or corporation, for money borrowed, to one-tenth of the capital stock paid in. The Comptroller recommends that this limit be extended to one-tenth of the capital and surplus, which will have a tendency to increase the surplus fund beyond the limit required by the law.

Banks have hitherto been in the habit of reporting, as specie, checks payable in coin. The result is to give an erroneous aggregate of the amount of coin held by the banks, the same amount being reported by the bank holding the coin and the bank holding the check. In the present statement, and in all future statements, the item of coin will include only actual coin and United States coin certificates which are payable on demand at the Treasury.

The following table will exhibit the aggregate amount of specie held by the national banks at the dates mentioned, the coin, coin certificates, and checks payable in coin held by the national banks of the city of New York, being stated separately. The country banks have not heretofore separated coin and coin certificates in their reports:

Date.	Held by national banks in New York City.				Held by other national banks.	Aggregate.
	Coin.	U. S. coin certificates.	Checks payable in coin.	Total.		
Oct. 5, 1867.....	\$1,698,623 24	86,390,140	\$1,536,353 66	\$9,625,116 90	\$3,372,596 49	\$13,003,712 39
Jan. 4, 1869.....	1,902,769 48	18,032,520	2,344,140 49	22,289,429 97	7,357,320 29	29,646,750 26
April 17, 1869.....	1,652,375 21	3,720,040	1,469,826 64	6,842,241 85	3,102,090 30	9,944,332 15
June 12, 1869.....	2,542,533 06	11,953,640	975,015 84	15,471,229 79	2,983,860 70	18,455,090 49
Oct. 9, 1869.....	1,792,740 73	16,697,900	1,013,948 72	19,704,589 45	3,297,816 38	23,002,405 83
Jan. 22, 1870.....	6,196,036 29	28,501,460	2,190,644 74	36,888,141 03	11,457,242 69	48,345,383 72
Mar. 24, 1870.....	2,647,908 39	21,872,480	1,069,054 30	25,589,462 69	11,507,060 75	37,096,523 44
June 9, 1870.....	2,842,400 24	18,660,920	1,187,905 88	22,707,226 12	8,332,211 66	31,039,437 78
Oct. 8, 1870.....	1,607,742 81	7,535,900	3,994,006 43	13,135,649 33	5,324,362 14	18,460,011 47
Dec. 28, 1870.....	2,268,581 06	14,063,540	3,748,136 87	20,080,248 83	6,227,002 76	26,307,251 59
Mar. 18, 1871.....	2,982,155 61	13,099,720	3,829,881 64	19,911,757 25	5,857,409 39	25,769,166 64
April 29, 1871.....	2,047,930 71	9,845,080	4,362,107 24	16,275,117 95	6,456,909 07	22,732,027 02
June 10, 1871.....	2,249,408 06	9,161,160	3,680,854 92	15,091,422 98	4,833,532 18	19,924,955 16
Oct. 2, 1871.....	1,121,869 40	7,500,260	1,163,628 49	9,875,757 84	3,377,840 33	13,253,598 17
Dec. 16, 1871.....	1,454,880 73	17,530,740	4,255,631 39	23,065,302 19	6,589,597 44	29,654,899 63
Feb. 27, 1872.....	1,490,417 70	12,341,060	3,117,100 90	16,948,578 60	6,558,246 72	23,506,825 32
April 19, 1872.....	1,828,659 74	10,102,400	4,718,364 25	16,646,423 99	7,787,475 47	24,433,899 46
June 10, 1872.....	3,782,909 64	11,412,160	4,219,419 52	19,414,489 16	4,842,154 98	24,256,644 14
Oct. 3, 1872.....	920,767 37	5,454,580	—	6,375,347 37	3,854,409 42	10,229,756 79

SHINPLASTERS.

The State of Alabama has issued for some years past, in the form and similitude of bank notes, of five different denominations, certificates which read as follows:

"The State of Alabama: Receivable as five dollars in payment of all dues to the State. Montgomery, May 1, 1867.

(Signed) _____ Governor.

(Signed) _____ Comptroller of Public Accounts."

On the reverse:

"Receivable in payment of taxes and all dues to the State. Issued under the provisions of the act entitled 'An act to provide for the issue of certificates or receipts by the State,' approved February 19, 1867. The credit and faith of the State of Alabama are pledged for the redemption of this certificate or receipt, as provided for in such act."

A circular was also issued by the governor of Alabama, on July 24, 1867, and is still in circulation, which states that an opinion has been obtained from the Attorney-General of the United States that such receipts or certificates are not subject to the tax of ten per cent. imposed upon the notes of State banks by the act of March 3, 1863, and recommending the co-operation of banks and bankers in giving circulation to the issues referred to. The Constitution of the United States provides that no State shall emit bills of credit, and it has been held by the Supreme Court of the United States, in a famous case,*

* *Briscoe vs. Bank of Kentucky*, 11 Pet., 257.

that a note of circulation "issued by a State, involving the faith of the State, and designed to circulate as money on the credit of the State, in the ordinary course of business," is a bill of credit. Other decisions of the Supreme Court hold "that certificates issued by a State in sums not exceeding ten dollars nor less than fifty cents, receivable in payment of taxes, the faith and credit of the State being pledged for their redemption, are bills of credit within the prohibition of the Constitution."^{*}

It is clear, therefore, that such certificates are bills of credit, and prohibited by the Constitution. Savings-banks, railroad, municipal, and other corporations in the States of Florida, Georgia, and other Southern States have followed the example of the State of Alabama, and have issued, and are still issuing, a large amount of similar circulation, some in the form of receipts and certificates, and others in the form of railroad tickets, but all issued in the form and similitude of bank notes, and intended to circulate as money. There is no law in existence to prevent the circulation, and no legislative provision for the enforcement of the constitutional prohibition of such issues. The act of July 17, 1862, makes it a penal offense "to make, issue, circulate, or pay any note, check, memorandum, token, or other obligation for a less sum than one dollar, intended to circulate as money, or be received or used in lieu of lawful money." It is recommended that this act be so amended as to prohibit, absolutely, the issue of such circulation, and thus prevent great ultimate loss to the people, among whom such notes are now obtaining extensive credit.

A few national banks have gone into liquidation and reorganized as State banks, retaining their national title. State savings-banks and private companies have also assumed the title of "national." These corporations and companies erect large signs over their doors, issue conspicuous advertisements, and obtain recognition in the counterfeit detectors among lists of national banks, thus transacting business under false colors, which, of itself, should be sufficient to put all business men upon their guard. Such abuses should, however, be prohibited, and the Comptroller recommends the passage of an act prohibiting the use of the word "national" as a title for banks other than those organized under the national currency act.

He also recommends that all officers of national banks, and all Government depositaries, be required to stamp the word "counterfeit" or "illegal" upon all counterfeit and unauthorized issues presented at their counters.

BANKS OF CIRCULATION.

The national currency act is, to a certain extent, deficient in a provision for the prompt closing up of national banks pursuing an illegitimate business. These banks are of two classes. One class organize or attempt to organize and pay up their capital stock with the notes of shareholders instead of cash capital, as required by law. A few such cases have been forced into liquidation by withholding the issue of circulation, and in one instance the Solicitor has been requested to bring a suit for the forfeiture of charter for willful violation of law, as provided in section 53 of the act. In all similar cases hereafter proceedings will be commenced for a like purpose. In other cases, banks which have lost a large portion of their capital refuse to go into liquidation, transacting no business, but in other respects conform to the requirements of

^{*} Craig *vs.* Missouri, 4 Pet., 410; Byrne *vs.* Missouri, 8 Pet., 40.

the law, for the purpose of receiving the interest upon their bonds. The stockholders of these banks, in some instances, have the means to restore the capital, but refuse; in others, a portion of the shareholders desire to pursue a legitimate business, but another portion refuse to respond to assessments. The Comptroller respectfully recommends that in these cases authority be given to withhold the interest upon the bonds, and to commence proceedings for the forfeiture of charter, and that a penalty be imposed. These cases are not numerous, but a remedy is needed to terminate the existence of such associations, and no penalty is too severe for this evasion of the law. With proper legislation, and the co-operation of banks doing a legitimate business, an example may be made of illegitimate institutions, which will prevent the organization of banks without the full amount of capital paid up in cash, as required by law.

EXAMINATIONS.

It is the intention of the Comptroller that every national bank shall be thoroughly examined once a year by a competent bank examiner. Every director and shareholder is personally interested in these examinations, if properly conducted. No well-managed bank will object to a confidential scrutiny of its affairs, but will welcome at all times, as is generally the case, a competent and courteous agent of the Department. Many valuable suggestions may be obtained from the experience of an intelligent examiner, and, in not a few instances, banks have been saved from ruin by timely interference in the correction of abuses. In some instances information is received at this office of violations of law which call for special examinations, but which cannot be made because there is no means of paying the expense of conducting such examinations. If the bank is found in fault, it will respond to an assessment; if not, it should not be subjected to an expense not authorized by law. The Comptroller, therefore, respectfully asks for an appropriation of \$3,000, in order that he may at all times be free to pursue such inquiries as he shall consider expedient for the protection of the creditors of such associations. Prompt action in cases of this kind is very desirable, and the expense incurred is trifling when compared with the public interests involved.

MUTILATED CURRENCY.

Section 24 of the act provides that the worn-out and mutilated circulating notes of the national banks "shall be burned to ashes in the presence of four persons, one to be appointed by the Secretary of the Treasury, one by the Comptroller of the Currency, one by the Treasurer of the United States, and one by the association, under such regulations as the Secretary of the Treasury may prescribe." From the organization of the system in 1863 to November 1, 1872, \$86,695,305, more than one-fourth of the whole amount issued, has been returned to this office for destruction, as follows:

Previous to November 1, 1865.....	\$175,490
During the year ended October 31, 1866.....	1,050,322
During the year ended October 31, 1867.....	3,401,423
During the year ended October 31, 1868.....	4,602,235
During the year ended October 31, 1869.....	4,603,729
During the year ended October 31, 1870.....	14,305,629
During the year ended October 31, 1871.....	24,344,047
During the year ended October 31, 1872.....	30,211,729

It is probable that the amount of mutilated currency to be returned hereafter for re-issue will exceed thirty millions of dollars annually, and that the whole amount of national-bank circulation will be re-issued as

often as once in ten years. An additional force will be required for the careful performance of this duty.

No effort will be spared by the Comptroller to have the provision of the law in reference to the burning of mutilated notes and the prompt issue of new notes in their place strictly executed; and the national banks of the country are urged to send forward such notes as frequently as possible, in order that the currency of the country may be kept in the best possible condition. The officers and depositaries of the United States can render efficient service in purifying the currency, by sorting out all mutilated notes of the national banks and presenting the same to their agents in New York City and elsewhere, for redemption.

THE OFFICE.

The force of this office consists of the Deputy Comptroller, fifty-six male clerks, and twenty-eight female clerks. The work of the office is continually increasing. More than twelve thousand reports of national banks are received annually and carefully scrutinized. More than one hundred million dollars of United States bonds have been received, transferred and deposited with the Treasurer during the past year, and twenty-five millions of dollars of bonds have been withdrawn and surrendered to the banks. Thirty millions of dollars of mutilated currency have been received, counted, and destroyed, and fifty-two millions of dollars of new currency issued to the banks. Many thousands of communications are annually received and promptly answered. If any success shall attend the administration of the responsible duties of the office, the Comptroller will be in a large measure indebted to the industry and efficiency of the Deputy Comptroller, of the competent corps of examiners, and of the chiefs of the different divisions, and to the services of experienced clerks, who have assisted him in the discharge of these duties. A re-organization of the office, with increased pay corresponding to the responsibility of the different positions, would be a proper recognition of services which have too long been well performed without corresponding compensation.

APPENDIX.

Special attention is called to the carefully prepared tables contained in the appendix, exhibiting the aggregate resources and liabilities of all the national banks, yearly, for the last ten years; to tables showing their condition during the present year, for five different periods, arranged by States and redemption cities, and separate statements of every bank of the Union upon the third day of October ultimo; also to tables exhibiting the different kinds of funds held as reserve; the dividends and earnings of the national banks, by States and cities, semi-annually, from March 1, 1869, to August 31, 1872; together with lists of insolvent banks, and banks which have gone into voluntary liquidation, and the amounts and different kinds of United States bonds deposited with the Treasurer as security for circulating notes. The appendix also contains an exhibit of the capital and dividends, semi-annually, for two years, of one hundred and sixteen of the leading banks of Great Britain and Ireland; and the interest laws of Rhode Island, Massachusetts, and Connecticut.

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JOHN JAY KNOX,
Comptroller of the Currency.

Hon. JAMES G. BLAINE,
Speaker of the House of Representatives.

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Table of the dividends and earnings of the national banks, with their ratios to capital and capital and surplus-fund, for the six months from March 1, 1869, to August 31, 1869.

States, Territories, and cities.	Number of banks.	Capital paid in.	Surplus-fund.	Dividends paid.	Net earnings.	Ratios.		
						Dividends to capital.	Dividends to capital and surplus.	Earnings to capital and surplus.
						<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>
Maine.....	58	\$8,925,000	\$1,306,213	\$463,034	\$922,457	5.19	4.53	6.6
New Hampshire.....	40	4,785,000	566,787	233,550	324,138	4.78	4.36	6.6
Vermont.....	40	6,712,712	739,831	327,003	449,341	4.67	4.39	6.6
Massachusetts.....	159	36,572,000	8,138,185	1,977,300	2,837,983	5.41	4.43	6.6
Boston.....	45	42,500,000	9,024,398	2,332,500	2,950,649	5.49	4.53	6.6
Rhode Island.....	58	19,612,850	1,519,434	871,652	1,128,210	4.44	4.12	6.6
Connecticut.....	76	22,954,500	4,272,421	1,145,900	1,506,726	4.99	4.21	6.6
New York.....	203	32,259,150	5,626,092	1,581,499	2,907,920	4.90	4.17	6.6
New York City.....	51	70,785,000	17,494,679	3,651,750	4,801,466	5.16	4.14	6.6
Albany.....	7	2,630,000	975,000	141,000	220,503	5.32	3.39	6.6
New Jersey.....	52	11,083,350	2,382,505	632,252	842,656	5.70	4.09	6.6
Pennsylvania.....	146	23,355,020	4,810,860	1,296,060	1,709,036	5.55	4.60	6.6
Philadelphia.....	28	16,192,150	6,158,302	979,607	1,178,241	6.09	4.40	6.6
Pittsburgh.....	10	8,700,000	2,086,777	479,500	626,066	5.51	4.44	6.6
Delaware.....	10	1,373,185	308,698	78,335	90,750	5.70	4.66	6.6
Maryland.....	15	2,106,700	349,783	118,168	158,072	5.61	4.21	6.6
Baltimore.....	13	10,391,985	1,604,204	560,757	710,705	5.40	4.67	6.6
Washington.....	3	1,050,000	235,000	52,500	61,419	5	4.62	6.6
Virginia.....	14	1,823,300	166,449	93,163	122,427	5.11	4.62	6.6
West Virginia.....	14	2,116,400	250,500	110,125	153,143	5.20	4.63	6.6
North Carolina.....	4	650,000	43,592	47,500	69,671	7.31	6.25	10.2
South Carolina.....	3	823,500	64,398	47,890	68,908	5.81	5.39	7.6
Georgia.....	7	1,500,000	168,000	96,000	126,698	6.40	5.76	7.6
Alabama.....								
New Orleans.....	1	1,000,000	60,000	50,000	75,650	5	4.72	7.14
Texas.....	2	300,000	39,250	20,000	21,763	6.67	5.90	6.41
Arkansas.....								
Kentucky.....	11	1,825,000	159,970	98,750	134,512	5.24	4.83	6.6
Louisville.....	4	950,000	127,814	50,500	56,779	5.32	4.69	6.6
Tennessee.....	10	1,450,000	183,992	113,921	133,426	7.66	6.97	7.17
Ohio.....	118	15,169,700	2,774,185	696,475	1,217,074	5.83	4.94	6.6
Cincinnati.....	5	3,200,000	763,041	205,000	313,422	6.41	5.17	7.0
Cleveland.....	5	2,500,000	634,141	143,000	156,224	5.72	4.56	6.6
Indiana.....	63	12,037,000	2,504,519	671,780	945,746	5.52	4.62	6.6
Illinois.....	58	5,695,000	1,488,385	396,515	573,006	6.96	5.32	6.6
Chicago.....	5	8,395,000	1,534,500	531,515	619,046	6.33	5.33	6.6
Michigan.....	32	3,310,000	787,268	244,800	327,222	7.40	5.97	6.6
Detroit.....	3	1,750,000	330,000	80,000	130,424	4.57	3.85	6.6
Wisconsin.....	24	1,535,000	392,524	99,833	149,343	6.50	5.18	6.6
Milwaukee.....	3	650,000	179,372	37,000	64,842	5.69	4.46	6.6
Iowa.....	35	3,042,000	731,175	242,190	338,090	7.96	6.42	6.6
Minnesota.....	16	1,730,000	215,165	119,300	149,394	6.89	6.13	6.6
Missouri.....	9	900,000	183,969	56,000	83,013	6.22	5.17	6.6
Saint Louis.....	7	6,310,300	636,837	322,515	377,477	5.11	4.64	6.6
Kansas.....	2	170,000	9,348	9,200	14,025	5.41	5.13	7.0
Leavenworth.....	2	200,000	41,829	20,000	27,985	10	8.27	11.0
Nebraska.....	2	200,000	23,600	15,000	25,639	7.50	6.71	11.0
Oregon.....	1	100,000	4,000	15,000	15,000	15	14.42	14.4
Nevada.....	1	250,000	6,545	7,500	8,911	3	2.92	3.0
Idaho.....	1	100,000	2,251	15,000	11,800	15	14.62	11.2
	1,461	401,650,802	82,105,848	21,767,831	29,221,184	5.43	4.50	6.4

Dividends and earnings of the national banks, September 1, 1869, to February 28, 1870.

States, Territories, and cities.	Number of banks.	Capital paid in.	Surplus-fund.	Dividends paid.	Net earnings.	Ratios.		
						Dividends to capital.	Dividends to capital and surplus.	Earnings to capital and surplus.
						Per cent.	Per cent.	Per cent.
Maine.....	61	\$9,120,000	\$1,397,815	\$468,409	\$630,753	5.14	4.45	6
New Hampshire.....	41	4,835,000	612,430	239,950	335,675	4.96	4.40	6.16
Vermont.....	40	6,842,712	879,109	341,209	462,302	4.99	4.42	6.06
Massachusetts.....	160	34,132,000	8,803,870	2,020,075	2,985,244	5.30	4.30	6.36
Boston.....	45	45,050,000	9,425,816	2,229,000	2,797,914	4.95	4.09	5.13
Rhode Island.....	62	20,364,800	1,672,414	917,942	1,252,919	4.51	4.17	5.71
Connecticut.....	79	24,121,520	4,484,370	1,226,722	1,671,781	5.33	4.50	5.84
New York.....	322	37,992,741	5,903,012	1,654,776	2,381,841	4.36	3.77	5.43
New York City.....	52	71,610,000	17,768,668	3,505,566	4,295,794	4.90	3.92	4.81
Albany.....	7	2,650,000	975,000	136,000	208,088	5.13	3.75	5.74
New Jersey.....	53	11,365,350	2,451,040	663,743	846,684	5.84	4.08	6.13
Pennsylvania.....	149	23,805,240	4,974,496	1,331,635	1,811,543	5.57	4.61	6.27
Philadelphia.....	29	16,355,150	6,197,217	978,758	1,150,597	5.98	4.31	5.10
Pittsburgh.....	15	8,700,000	2,171,125	447,500	561,630	5.14	4.12	5.17
Delaware.....	10	1,373,175	317,788	73,935	80,784	5.38	4.37	4.78
Maryland.....	12	2,348,218	357,643	133,112	174,769	5.75	4.99	6.46
Baltimore.....	13	10,391,985	1,686,806	570,509	773,943	5.49	4.72	6.41
Washington.....	3	1,050,000	241,000	52,500	66,861	5	4.07	5.18
Virginia.....	15	2,103,300	169,276	115,765	154,925	5.50	5.09	6.22
West Virginia.....	14	2,116,400	286,532	106,620	140,814	5.04	4.44	5.86
North Carolina.....	6	846,600	53,185	47,830	80,382	5.65	5.32	5.93
South Carolina.....	3	823,500	73,746	111,820	82,076	13.59	12.47	9.62
Georgia.....	7	1,500,000	166,900	26,000	133,358	5.73	5.09	7.91
Alabama.....	1	300,000	13,873		5,296			1.69
New Orleans.....	2	1,300,000	70,000	20,000	96,517	6.15	5.81	7.05
Texas.....	2	300,000	42,100	13,000	23,426	4.33	3.80	6.87
Arkansas.....								
Kentucky.....	12	1,935,000	293,260	99,750	146,656	5.16	4.67	6.26
Louisville.....	2	500,000	127,814	29,000	41,170	5.60	4.46	6.56
Tennessee.....	12	1,125,300	193,309	116,127	125,258	10.32	7.81	9.50
Ohio.....	119	15,404,700	2,845,134	749,491	1,172,797	5.13	4.33	6.43
Cincinnati.....	4	3,200,000	570,813	182,000	237,666	5.69	4.83	6.30
Cleveland.....	6	3,100,000	614,827	175,000	254,456	5.65	4.71	6.85
Indiana.....	62	12,702,000	2,815,440	687,135	995,499	5.41	4.43	6.42
Illinois.....	67	6,645,000	1,664,910	415,953	656,139	6.26	5.01	7.90
Chicago.....	8	3,900,000	1,794,500	135,000	320,900	3.21	2.20	5.64
Michigan.....	37	3,795,000	916,064	227,557	371,389	6.10	4.83	7.88
Detroit.....	3	1,750,000	375,000	87,500	144,719	5	4.12	6.40
Wisconsin.....	27	1,760,000	413,817	108,926	176,742	6.19	5.01	8.13
Milwaukee.....	5	850,000	180,129	37,000	40,896	4.35	3.59	3.97
Iowa.....	39	3,392,000	812,761	218,112	327,970	6.43	5.19	7.80
Minnesota.....	17	1,780,000	266,042	124,900	165,247	7.02	6.05	8
Missouri.....	10	1,000,000	210,568	52,500	117,843	5.25	4.34	9.73
Saint Louis.....	2	6,810,300	624,765	290,515	350,372	4.27	3.91	4.71
Kansas.....	3	220,000	12,848	14,200	21,151	6.45	6.10	9.08
Leavenworth.....	1	100,000	49,814	10,000	12,069	10	6.67	8.06
Nebraska.....	3	350,000	53,600	25,000	31,447	7.14	6.19	7.79
Oregon.....	1	100,000	5,000	15,000	10,285	15	14.29	9.80
Colorado.....	3	350,000	78,000	20,000	35,536	5.71	4.67	8.30
Utah.....	1	100,000	4,564	15,000	16,765	15	14.35	16.03
	1,571	416,366,991	86,118,210	21,479,095	29,996,934	5.16	4.27	5.77

Dividends and earnings of the national banks, continued, March 1, 1870, to August 31, 1870

States, Territories, and cities.	Number of banks.	Capital paid in.	Surplus-fund.	Dividends paid.	Net earnings.	Ratios.		
						Dividends to capital.	Dividends to capital and surplus.	Earnings to capital and surplus.
						Per cent.	Per cent.	Per cent.
Maine	61	89,124,000	81,484,381	8476,850	8615,614	5.23	4.23	5.23
New Hampshire	41	4,835,000	681,918	233,250	316,022	4.23	4.23	4.23
Vermont	40	6,812,713	993,600	359,709	437,319	5.23	4.23	5.23
Massachusetts	161	39,022,000	9,359,065	1,947,600	2,595,680	4.92	4.00	4.92
Boston	46	47,800,000	9,919,412	2,352,500	2,975,951	4.92	4.00	4.92
Rhode Island	62	20,364,800	1,904,672	905,492	1,120,812	4.45	4.06	4.45
Connecticut	81	24,741,520	4,925,724	1,278,680	1,558,413	5.16	4.21	5.16
New York	230	36,162,741	6,386,205	1,604,840	2,115,885	4.41	3.77	4.41
New York City	54	72,910,000	12,657,322	3,345,250	3,870,436	4.59	3.65	4.59
Albany	7	2,650,000	990,000	141,000	150,445	5.32	3.57	5.32
New Jersey	54	11,515,350	2,541,090	621,118	827,467	5.39	4.42	5.39
Pennsylvania	149	23,920,240	5,370,668	1,334,560	1,566,199	5.59	4.25	5.59
Philadelphia	29	16,255,150	6,498,576	942,058	1,062,048	5.79	4.14	5.79
Pittsburgh	16	9,000,000	2,235,774	464,500	575,899	5.16	4.14	5.16
Delaware	11	1,428,185	306,211	79,035	91,912	5.33	4.58	5.33
Maryland	18	2,348,217	378,874	122,869	160,069	5.23	4.51	5.23
Baltimore	13	10,891,985	1,845,709	543,051	737,387	4.98	4.29	4.98
Washington	3	1,050,000	245,000	52,500	56,353	5	4.05	5
Virginia	16	2,225,000	195,248	109,050	154,738	4.90	4.51	4.90
West Virginia	14	2,116,400	302,628	106,825	146,872	5.05	4.12	5.05
North Carolina	6	850,000	65,166	35,250	50,097	4.15	3.58	4.15
South Carolina	3	1,063,803	95,951	58,824	101,425	5.53	5.07	5.53
Georgia	7	1,750,000	212,000	98,500	160,815	5.63	5.02	5.63
Alabama	1							
New Orleans	2	1,300,000	81,550	80,000	119,107	4.15	3.75	4.15
Texas	4	525,000	49,299	72,500	94,671	13.81	12.62	13.81
Arkansas								
Kentucky	12	2,010,700	226,727	100,250	155,113	4.99	4.18	4.99
Louisville	4	950,000	143,336	50,500	47,895	5.32	4.12	5.32
Tennessee	13	1,650,300	212,395	97,745	133,116	5.92	5.21	5.92
Ohio	119	15,244,700	3,139,829	729,457	1,004,912	4.79	3.95	4.79
Cincinnati	5	3,500,000	555,000	200,000	194,799	5.71	4.65	5.71
Cleveland	6	3,300,000	350,485	126,000	141,585	3.82	3.45	3.82
Indiana	69	12,777,000	3,039,786	665,610	940,191	5.21	4.21	5.21
Illinois	68	6,570,000	1,840,416	432,665	563,116	6.59	5.14	6.59
Chicago	14	5,900,000	1,987,000	162,709	420,529	2.75	2.60	2.75
Michigan	38	3,835,000	1,057,129	218,050	337,293	5.68	4.46	5.68
Detroit	3	1,750,000	380,000	87,500	121,552	5	4.19	5
Wisconsin	27	1,715,600	427,101	101,900	148,046	5.94	4.76	5.94
Milwaukee	4	750,000	166,461	31,500	49,358	4.00	3.78	4.00
Iowa	41	3,592,000	875,261	193,100	222,680	5.38	4.22	5.38
Minnesota	17	1,830,000	306,546	100,400	131,327	5.49	4.7	5.49
Missouri	10	900,000	255,068	56,500	108,139	6.22	4.88	6.22
Saint Louis	8	6,810,300	719,291	252,361	253,222	3.71	3.26	3.71
Kansas	3	220,000	18,268	16,700	19,250	7.59	7.00	7.59
Leavenworth	2	200,000	60,359	44,800	48,175	22.40	17.22	22.40
Nebraska	4	500,000	57,850	20,000	32,880	4	3.58	4
Oregon	1	100,000			11,000			
Colorado	3	350,000	72,500	10,000	6,206	2.86	2.57	2.86
Utah	1	100,000	1,437		1,437			
Idaho	1	100,000	5,300	11,000	14,659	14	13.30	14
Total	1,601	425,317,104	91,630,620	21,080,343	26,813,885	4.96	4.00	4.96

Dividends and earnings of the national banks, continued, September 1, 1870, to February 28, 1871.

States, Territories and cities.	Number of banks.	Capital paid in.	Surplus fund.	Dividends paid.	Net earnings.	Ratios.		
						Dividends to capital.	Dividends to capital and surplus.	Earnings to capital and surplus.
						Perct.	Perct.	Perct.
Maine	61	\$9,125,000	\$1,544,415	\$472,784	\$610,752	5.13	4.43	5.72
New Hampshire	41	4,835,000	735,110	233,250	296,963	4.82	4.19	5.33
Vermont	41	7,312,713	1,025,440	340,709	442,244	4.66	4.09	5.30
Massachusetts	160	39,922,000	9,821,227	2,109,850	2,671,817	5.42	4.33	5.48
Boston	46	47,809,000	10,278,664	2,361,500	2,843,041	4.94	4.07	4.90
Rhode Island	62	20,364,800	2,035,065	902,062	1,079,977	4.43	4.03	4.82
Connecticut	81	25,059,520	5,207,790	1,326,922	1,603,128	5.30	4.34	5.36
New York	229	36,212,741	6,632,118	1,751,688	2,164,117	4.84	4.09	5.05
New York City	54	73,435,000	12,882,707	3,457,547	4,069,305	4.71	3.75	4.41
Albany	7	2,650,000	990,000	141,000	133,511	5.32	3.67	3.67
New Jersey	54	11,590,050	2,632,541	650,897	827,840	5.62	4.58	5.83
Pennsylvania	151	24,205,240	5,577,481	1,293,860	1,424,053	5.35	4.34	4.78
Philadelphia	29	16,255,150	6,537,247	957,258	1,000,230	4.90	4.20	4.39
Pittsburgh	16	9,001,000	2,297,158	463,500	561,177	5.15	4.10	4.97
Delaware	11	1,421,175	313,709	73,284	78,332	5.13	4.21	4.50
Maryland	18	2,318,217	404,906	130,722	145,818	5.57	4.75	5.30
Baltimore	13	10,891,985	1,899,814	522,177	674,142	4.79	4.08	5.27
Washington	3	1,050,000	251,000	52,500	67,843	5	4.04	5.22
Virginia	16	2,275,000	231,011	108,050	170,751	4.75	4.31	6.81
West Virginia	14	2,120,500	258,462	112,130	126,898	5.29	4.70	5.33
North Carolina	6	850,000	69,760	36,250	54,322	4.27	3.94	5.91
South Carolina	3	1,090,774	121,017	65,146	90,484	6	5.40	7.47
Georgia	7	1,750,000	239,600	163,500	143,300	9.34	8.22	6.70
Alabama	2	400,000	11,570	19,000	47,035	4.75	1.58	11.35
New Orleans	2	1,300,000	107,100	8,000	105,289	6.15	5.69	7.48
Texas	4	525,000	50,499	10,000	39,195	1.90	1.75	6.81
Arkansas	12	2,010,000	252,731	113,250	138,356	5.63	5.01	6.11
Kentucky	4	950,000	116,879	48,000	49,689	5.05	4.38	4.53
Louisville	13	1,950,300	241,538	168,790	182,848	8.65	7.70	8.34
Tennessee	117	15,104,700	3,313,914	868,554	1,110,153	5.75	4.72	6.03
Cincinnati	5	3,500,000	566,779	170,000	271,306	4.86	4.18	6.67
Cleveland	6	3,300,000	366,948	98,000	112,890	2.97	2.67	3.08
Indiana	69	12,827,000	3,304,555	776,872	1,016,870	6.06	4.92	6.30
Illinois	67	6,680,000	1,779,289	419,937	572,361	6.29	4.97	6.77
Chicago	14	6,200,000	2,085,528	297,500	618,053	4.80	3.59	7.46
Michigan	34	3,873,000	1,195,599	237,500	357,719	6.13	4.62	7.06
Detroit	3	1,750,000	383,060	87,500	129,830	5	4.10	6.09
Wisconsin	28	1,755,000	403,774	175,550	197,272	9.83	8.07	9.01
Milwaukee	4	650,000	179,512	34,500	55,159	5.31	4.16	6.65
Iowa	13	3,902,000	832,079	226,179	298,711	5.80	4.78	6.31
Minnesota	17	1,780,000	305,691	144,250	177,838	8.11	6.92	8.53
Massachusetts	12	1,300,000	282,525	224,500	136,351	17.27	14.19	8.62
St. Louis	7	6,610,300	623,232	207,361	207,573	3.14	2.87	2.87
Kansas	3	230,000	21,737	14,161	27,319	6.16	5.63	10.85
Leavenworth	2	200,000	59,544	16,000	20,367	8	6.17	7.44
Nebraska	3	400,000	62,000	25,000	58,868	6.25	5.41	12.74
Oregon	1	250,000	5,000		19,566			7.67
Colorado	3	350,000	72,500		395			0.09
Utah	1	100,000	11,616		1,612			1.44
Idaho	1	100,000	7,000	16,000	17,600	16	14.95	16.45
Montana	1	100,000	10,000		3,055			2.78
	1,605	424,093,165	94,672,401	22,205,150	27,243,162	5.18	4.34	5.21

Dividends and earnings of the national banks, continued, March 1, 1871, to August 31, 1871.

States, Territories, and cities.	Number of banks.	Capital paid in.	Surplus fund.	Dividends paid.	Net earnings.	Ratio.		
						Dividends to capital.	Dividends to capital and surplus.	Dividends to capital and surplus and net earnings.
						Per cent.	Per cent.	Per cent.
Massachusetts	61	89,125,000	\$1,584,746	\$467,659	\$645,356	5.13	4.37	8.50
New Hampshire	41	4,835,000	772,094	226,150	257,575	4.62	4.03	4.88
Vermont	41	7,512,712	1,065,544	357,459	410,875	4.76	4.17	4.99
Massachusetts	160	39,222,000	10,277,612	2,074,350	2,579,051	5.29	4.19	7.44
Boston	47	48,100,000	10,657,436	2,315,500	2,721,391	4.81	3.94	6.75
Rhode Island	62	20,364,800	2,194,454	878,412	1,064,132	4.31	3.58	4.79
Connecticut	81	24,991,520	5,426,874	1,299,293	1,580,747	5.20	4.25	5.24
New York	231	36,507,741	6,905,177	1,619,651	1,943,189	4.44	3.72	4.77
New York City	54	73,235,000	19,186,169	3,415,050	4,143,813	4.66	3.70	4.66
Albany	7	2,650,000	990,000	131,000	131,296	4.94	3.60	3.60
New Jersey	56	12,240,350	2,809,897	626,555	884,205	5.12	4.16	5.12
Pennsylvania	151	24,545,240	5,781,467	1,284,381	1,568,270	5.23	4.24	5.17
Philadelphia	30	16,480,150	6,704,033	942,758	1,023,270	5.70	4.06	4.43
Pittsburgh	16	9,000,000	2,415,177	492,000	552,755	5.36	4.22	4.98
Delaware	11	1,528,185	351,484	78,184	86,982	5.12	4.16	4.48
Maryland	18	2,348,218	416,284	121,769	133,652	5.20	4.40	4.40
Baltimore	14	11,091,985	1,986,627	520,925	639,623	4.70	3.89	4.38
Washington	3	1,050,000	260,000	52,501	100,026	5	4	7.94
Virginia	22	3,080,000	274,888	133,639	222,152	4.34	3.98	4.82
West Virginia	15	2,374,000	295,143	99,390	94,073	4.17	3.72	3.72
North Carolina	9	1,300,000	76,787	57,750	84,935	4.44	4.19	4.63
South Carolina	4	1,591,200	143,454	87,174	102,851	5.48	5.03	5.03
Georgia	7	2,150,000	246,600	114,500	139,617	5.33	4.77	4.77
Alabama	3	500,000	34,642	24,000	30,468	5.60	5.24	5.24
New Orleans	6	2,880,000	121,153	150,000	98,285	5.21	5.21	5.21
Texas	5	625,000	54,799	37,000	43,647	5.92	5.44	5.44
Arkansas								
Kentucky	20	4,051,963	289,707	187,623	234,648	4.63	4.32	4.32
Louisville	4	950,000	109,864	104,500	60,302	11	9.86	9.86
Tennessee	17	2,651,300	238,274	149,122	206,442	5.62	5.16	5.16
Ohio	118	15,460,700	3,530,347	809,762	1,114,436	5.63	4.58	4.58
Cincinnati	5	3,500,000	602,992	190,000	182,721	5.43	4.58	4.58
Cleveland	6	3,300,000	397,525	128,000	147,809	3.88	3.46	3.46
Indiana	70	14,262,000	3,343,366	705,480	956,111	5.38	4.52	4.52
Illinois	80	8,192,200	1,904,164	435,211	669,308	6.07	4.92	4.92
Chicago	16	6,950,000	2,279,000	351,250	636,532	5.05	3.81	3.81
Michigan	50	5,080,000	1,191,993	258,175	392,418	5.08	4.12	4.12
Detroit	3	1,750,000	386,000	87,500	140,543	5	4.10	4.10
Wisconsin	33	2,165,000	420,381	89,300	136,323	4.12	3.45	3.45
Milwaukee	4	750,000	198,823	34,500	59,631	4.60	3.74	3.74
Iowa	50	4,317,000	887,830	220,872	287,658	5.12	4.21	4.21
Minnesota	19	1,980,000	319,237	136,800	164,327	6.91	5.95	5.95
Missouri	15	1,651,700	203,039	88,035	128,976	5.33	4.75	4.75
Saint Louis	7	6,610,300	706,074	217,361	329,771	3.29	2.96	2.96
Kansas	6	430,000	23,212	24,200	46,115	5.63	5.39	5.39
Leavenworth	2	200,000	66,858	10,000	18,047	5	3.55	3.55
Nebraska	3	400,000	65,100	25,000	16,943	6.25	5.83	5.83
Oregon	1	250,000	5,000	10,000	30,416	4	3.92	3.92
San Francisco	1	1,000,000			21,062			
New Mexico	1	150,000		6,000	7,489	4		
Colorado	3	350,000	72,500	30,000	11,834	8.57	7.19	7.19
Utah	1	100,000	14,535		6,358			
Wyoming								
Idaho	1	100,000	8,100	15,000	15,040	15	13.80	13.80
Montana	1	100,000	10,000		20,809			
Total	1,693	445,999,264	98,286,591	22,125,279	27,315,311	4.96	4.07	4.07

Dividends and earnings of the national banks, continued, September 1, 1871, to February 28, 1872.

States, Territories, and cities.	Number of banks.	Capital paid in.	Surplus-fund.	Dividends paid.	Net earnings.	Ratios.		
						Dividends to capital.	Dividends to capital and surplus.	Earnings to capital and surplus.
						Per cent.	Per cent.	Per cent.
Maine	61	89,125,000	81,670,245	8,462,204	8,565,739	5.07	1.92	5.24
New Hampshire	41	4,845,000	815,670	231,900	269,579	4.80	4.14	4.77
Vermont	41	7,612,712	1,127,160	368,235	431,975	4.21	1.21	4.94
Massachusetts	160	39,272,000	10,545,400	2,140,955	2,522,841	5.45	4.30	5.02
Boston	48	48,600,000	10,923,848	3,300,576	2,780,487	4.73	3.26	4.64
Rhode Island	62	20,364,800	2,464,349	891,162	1,054,377	4.39	3.92	4.62
Connecticut	21	25,059,520	5,617,278	1,315,395	1,567,735	5.25	4.29	5.11
New York	229	36,535,191	7,218,154	1,716,183	1,988,699	4.70	3.92	4.54
New York City	51	71,785,000	19,213,119	3,509,954	3,664,006	4.29	3.26	4.03
Albany	7	2,650,000	990,000	110,000	204,664	4.15	3.02	5.62
New Jersey	57	12,657,150	3,032,004	736,825	784,429	5.74	4.63	5.64
Pennsylvania	153	25,255,240	5,998,420	1,333,347	1,638,464	5.36	4.33	5.24
Philadelphia	30	16,935,000	6,804,709	971,750	1,068,461	5.74	4.09	4.59
Pittsburgh	16	9,000,000	2,481,622	497,000	557,482	5.41	4.24	4.86
Delaware	11	1,528,185	369,760	78,184	83,538	5.12	4.12	4.40
Maryland	12	2,348,218	431,892	121,219	126,107	5.16	4.36	4.54
Baltimore	14	1,241,985	1,964,935	572,551	713,171	5.09	4.34	5.40
Washington	3	1,050,000	250,000	27,500	39,528	2.62	2.12	3.04
Virginia	23	3,577,900	327,340	164,770	206,917	4.61	4.22	5.30
West Virginia	15	2,366,000	277,399	128,455	152,231	5.44	4.87	5.78
North Carolina	9	1,475,000	87,468	88,429	113,669	6	5.66	7.27
South Carolina	7	2,168,581	150,907	117,292	155,788	5.40	5.05	6.72
Georgia	10	2,570,500	302,000	126,365	170,787	4.28	4.36	5.95
Alabama	6	908,000	37,517	31,000	41,039	3.41	3.28	4.34
New Orleans	6	3,300,000	144,532	186,000	217,382	5.64	5.40	6.31
Texas	5	625,000	57,989	27,460	62,250	4.38	4.01	9.11
Arkansas								
Kentucky	25	4,970,000	353,097	208,152	255,316	4.19	3.91	4.20
Louisville	4	1,350,000	117,785	72,500	81,055	5.37	4.47	5.52
Tennessee	19	2,871,300	262,430	167,052	244,011	5.82	5.33	7.79
Ohio	119	15,934,700	3,628,477	927,161	1,198,202	5.82	4.74	6.12
Cincinnati	5	4,000,000	691,315	198,000	227,194	4.95	4.22	4.84
Cleveland	6	3,000,000	416,460	138,000	212,001	4.19	3.71	5.70
Indiana	76	15,162,000	3,497,631	845,470	1,007,369	5.37	4.37	5.40
Indianapolis	93	9,573,000	2,079,521	545,865	707,731	5.71	4.68	6.07
Illinois								
Chicago	56	5,580,000	1,249,294	369,751	449,607	6.47	5.28	6.57
Michigan	3	1,750,000	392,000	92,500	147,850	5.29	4.32	6.90
Detroit	36	2,525,000	448,043	124,722	198,231	4.94	1.20	6.67
Wisconsin	4	750,000	221,407	36,500	47,477	4.97	3.76	4.69
Milwaukee	60	5,037,000	946,441	239,835	353,053	4.76	4.01	5.90
Iowa	22	2,440,000	369,849	128,000	198,832	5.25	4.56	7.08
Minnesota	22	2,085,000	234,033	109,277	185,085	5.24	4.71	7.98
Missouri	8	6,860,300	803,246	219,403	312,846	3.20	2.26	4.08
Saint Louis	10	710,000	39,875	33,000	67,707	4.55	4.40	9.03
Kansas	2	200,000	74,905	20,000	18,541	10	7.29	6.74
Leavenworth	6	619,421	73,078	45,954	46,828	7.08	6.36	6.48
Nebraska	1	250,000	6,000	15,000	38,898	6	5.26	15.19
Omaha	1	1,000,000		8,333	56,704	0.83		5.67
New Mexico	1	150,000	1,489	10,500	11,707	7	6.26	7.73
Colorado	4	400,000	72,500	10,000	30,203	2.50	2.12	6.39
Utah	1	100,000	128,800	50,000	109,404	50	21.85	47.82
Montana								
Idaho	1	170,000	9,900	11,000	16,717	14	12.74	15.21
Wyoming	1	100,000	10,000	12,000	18,415	12	10.91	16.74
Total	1,750	450,693,706	99,431,243	22,539,826	27,502,539	5.07	4.16	5

Dividends and earnings of the national banks, continued, March 1, 1872, to August 31, 1872.

States, Territories, and cities.	Number of banks.	Capital paid in.	Surplus fund.	Dividends paid.	Net earnings.	Ratios.		
						Dividends to capital.	Dividends to capital and surplus.	Earnings to capital and surplus.
						Per cent.	Per cent.	Per cent.
Maine.....	62	\$9,086,335	\$1,737,090	\$475,755	\$607,246	5.23	4.40	5.41
New Hampshire.....	41	5,010,000	842,649	232,400	284,786	4.64	3.97	4.44
Vermont.....	41	7,612,912	1,172,223	353,236	468,099	4.64	4.65	5.43
Massachusetts.....	162	39,372,000	10,762,111	2,121,850	2,743,145	5.40	4.24	5.43
Boston.....	48	49,100,000	10,907,556	2,234,914	2,720,677	4.55	3.72	4.43
Rhode Island.....	62	20,079,800	2,738,189	881,712	1,204,796	4.39	3.46	4.43
Connecticut.....	81	23,059,520	5,953,817	1,325,682	1,692,717	5.29	4.37	5.43
New York.....	230	36,620,291	7,408,405	1,601,418	2,261,906	4.37	3.61	4.44
New York City.....	51	71,785,000	19,615,192	3,350,130	4,419,537	4.67	3.67	4.44
Albany.....	7	2,650,000	1,225,000	152,000	203,083	5.74	3.92	4.44
New Jersey.....	58	12,790,350	3,143,018	691,148	862,328	5.40	4.31	5.40
Pennsylvania.....	155	26,575,090	6,359,964	1,332,980	1,612,149	5.21	4.17	5.41
Philadelphia.....	29	16,735,000	6,821,824	964,250	1,081,428	5.76	4.09	4.44
Pittsburgh.....	16	9,000,000	2,570,277	479,000	576,970	5.32	4.14	4.44
Delaware.....	11	1,528,185	376,102	77,224	92,482	5.06	4.06	4.44
Maryland.....	19	2,398,218	442,362	126,619	156,197	5.28	4.46	4.44
Baltimore.....	14	11,241,985	2,060,230	592,800	739,954	5.27	4.46	4.44
District of Columbia.....	1	252,000	20,000	10,000	13,199	4.4	3.71	4.44
Washington.....	3	1,200,000	226,408	55,000	77,224	4.58	3.79	4.44
Virginia.....	23	3,730,000	368,028	173,675	244,518	4.66	4.21	4.44
West Virginia.....	17	2,546,000	218,131	135,274	168,001	5.31	4.76	4.44
North Carolina.....	9	1,950,000	87,683	94,500	75,866	5.05	4.81	4.44
South Carolina.....	8	2,320,702	165,749	118,335	160,681	5.10	4.76	4.44
Georgia.....	10	2,575,800	324,384	157,500	194,279	5.34	4.74	4.44
Alabama.....	7	1,068,000	45,380	68,800	104,580	6.41	6.18	4.44
New Orleans.....	9	4,850,000	171,253	268,024	348,015	5.53	5.34	4.44
Texas.....	5	625,000	61,382	48,000	83,119	7.68	6.29	4.44
Arkansas.....	2	183,000	20,000		554			4.44
Kentucky.....	27	5,143,333	393,580	248,825	313,744	4.74	4.49	4.44
Louisville.....	5	1,550,000	126,415	77,500	87,485	5	4.62	4.44
Tennessee.....	19	2,971,300	291,216	178,230	196,247	6	5.46	4.44
Ohio.....	133	17,474,700	3,804,378	1,046,804	1,277,622	5.99	4.92	4.44
Cincinnati.....	5	4,000,000	728,714	218,000	253,066	5.45	4.61	4.44
Cleveland.....	6	3,500,000	442,962	178,000	207,913	5.09	4.52	4.44
Indiana.....	84	15,951,100	3,664,895	938,666	1,030,229	5.28	4.79	4.44
Illinois.....	106	10,538,000	2,260,337	578,775	828,180	5.49	4.54	4.44
Chicago.....	18	8,200,000	1,987,885	509,583	691,333	6.21	5	4.44
Michigan.....	64	6,280,061	1,335,877	385,210	544,779	6.12	5.06	4.44
Detroit.....	3	1,750,000	550,000	87,500	133,139	5	3.89	4.44
Wisconsin.....	37	2,500,000	501,704	122,900	164,768	4.92	4.69	4.44
Milwaukee.....	4	750,000	185,725	142,500	121,998	19	15.22	4.44
Iowa.....	62	2,157,000	1,007,035	304,811	373,421	14.13	9.63	4.44
Minnesota.....	25	2,625,000	414,573	154,775	221,237	5.90	5.09	4.44
Missouri.....	25	2,235,000	295,461	105,750	257,088	4.73	4.12	4.44
Saint Louis.....	8	8,860,300	854,582	218,861	311,149	3.19	2.44	4.44
Kansas.....	20	1,235,041	124,341	67,854	93,297	5.49	4.99	4.44
Nebraska.....	8	800,000	94,200	52,879	67,207	6.61	5.93	4.44
Oregon.....	1	250,000	7,500	15,000	53,846	6	5.83	4.44
San Francisco.....	1	1,000,000	10,000	50,000	55,524	5	4.85	4.44
New Mexico.....	1	150,000	2,696	10,500	14,581	7	6.57	4.44
Colorado.....	5	460,000	75,500	15,000	24,933	3.26	2.78	4.44
Utah.....	2	250,000	77,016		5,035			4.44
Wyoming.....								
Idaho.....	1	107,000	11,000	13,000	26,216	13	11.71	4.44
Montana.....	1	100,000	10,000		8,318			4.44
Total.....	1,852	465,676,023	105,181,942	23,827,289	30,572,891	5.12	4.17	5.4

Table showing the capital and last four semi-annual dividends of banking companies in the United Kingdom of England, Ireland, and Scotland, compiled from the *Investor's Monthly Manual* (appendix to *London Economist*) of October 25, 1872, pages 345 and 346.

Capital	*Amount of last four semi-annual dividends, payable in—				Rate per cent. semi-annual dividends, including bonus—			
	1871.	1871.	1872.	1872.	1871.	1872.	1871.	1872.
Aberdeen, Town and County	£12,000	£9,100	£9,100	£9,100	5	5	5	5
Acton, Stalybridge, Hyde, and Glossop	5,000	5,000	5,000	5,000	10	10	10	10
Bank of Australasia	1,200,000	60,000	40,000	40,000	5	5	5	5
Bank of Baroda	225,000	11,250	11,250	11,250	5	5	5	5
Bank of British Columbia	250,000	7,500	7,500	7,500	3	3	3	3
Bank of British India	48,000	1,440	1,440	1,440	3	3	3	3
Bank of British North America	1,000,000	30,000	40,000	40,000	4	4	4	4
Bank of Ireland	3,000,000	150,000	165,000	165,000	5	5	5	5
Bank of Leek	151,200	3,752	3,752	3,752	2	2	2	2
Bank of Liverpool	625,000	31,250	31,250	31,250	5	5	5	5
Bank of Scotland	1,000,000	60,000	60,000	60,000	6	6	6	6
Bank of Victoria	500,000	25,000	25,000	25,000	5	5	5	5
Bank of Whitehaven	73,400	6,425	6,425	6,425	7	7	7	7
Barnsley Banking Company	200,150	2,950	3,156	3,156	1	1	1	1
Belfast Banking Company	125,000	12,500	12,500	12,500	10	10	10	10
Belfast Banking Company (new shares, at 10 per cent. premium)	125,000	5,000	5,000	5,000	4	4	4	4
Bristol District	150,000	3,750	3,750	3,750	2	2	2	2
Birmingham and Midland	975,000	27,500	27,500	27,500	10	10	10	10
Birmingham Banking	300,800	7,500	7,500	7,500	10	10	10	10
Birmingham Joint Stock	303,800	90,300	90,300	90,300	10	10	10	10
Birmingham, Town and District Banking	160,000	6,000	6,000	6,000	3	3	3	3
Bradford Commercial	200,000	14,000	17,500	17,500	7	7	7	7
Bradford Banking Company	230,000	21,750	24,750	24,750	11	11	11	11
Bradford District	195,000	3,850	6,825	6,825	3	3	3	3
Bradford Old Bank	392,000	22,025	26,954	26,954	5	5	5	5
British Linen Company	1,000,000	60,000	65,000	65,000	6	6	6	6
Burton, Uttoxeter, and Osbourn Union	130,000	3,750	4,125	4,125	3	3	3	3
Bury Banking Company	102,000	10,908	12,625	12,625	10	10	10	10
Calderdale Banking Company	125,000	6,875	7,500	7,500	6	6	6	6
Cardiff and Cumberland	51,925	3,132	3,132	3,132	10	10	10	10
Central of London	100,000	2,500	3,016	3,016	3	3	3	3
Carlisle, City and District	90,162	2,016	2,016	2,016	10	10	10	10
Chesterfield and North Derbyshire	35,000	1,750	1,750	1,750	5	5	5	5
City of Glasgow	500,000	17,500	23,500	23,500	4	4	4	4
Clydebank	700,000	30,150	33,150	33,150	4	4	4	4
Colonial	600,000	34,000	34,000	34,000	6	6	6	6
Commercial Bank of Liverpool	900,000	45,000	45,000	45,000	5	5	5	5
Commercial Bank of Scotland	1,000,000	17,500	17,500	17,500	7	7	7	7

Norfolk Banking Company, (Ireland)	150,000	11,250	13,750	74	9 1-6	74	9 1-6
Norfolk Banking Company, (new shares)	150,000	5,625	6,875	34	4 7-12	31	4 7-12
North of Scotland	320,000	16,000	16,000	5	5	5	5
Northwestern, (Liverpool)	400,000	10,125	12,150	24	3	3	3
North Wales	70,000	5,250	6,300	74	9	10	10
Nottingham Joint Stock	100,000	2,500	2,500	24	24	24	34
Oriental Bank Corporation	1,500,000	90,000	90,000	6	6	6	6
Paris Banking Company	1,500,000	6,000	7,500	4	4	5	5
Preston Lancashire Banking Company	250,000	15,000	20,000	6	8	8	8
Provincial Banking Company, (new A. shares)	250,000	22,500	22,500	5	5	5	5
Provincial Bank of Ireland	500,000	5,000	50,000	10	10	10	10
Provincial Bank of Ireland, (new)	500,000	4,000	4,000	10	10	10	10
Royal Bank of Ireland	300,000	15,000	18,000	6	6	6	6
Royal Bank of Scotland	300,000	80,000	80,000	4	4	44	44
Sheffield and Rotherham	180,704	13,057	13,057	88	88	98	98
Sheffield and Hallamshire	183,380	9,160	11,430	5	64	5	64
Sheffield Banking Company	210,000	12,000	13,650	6	64	64	64
Sheffield Union Banking Company	105,000	6,300	6,300	48	5	53	5
Shropshire Banking Company	150,000	6,562	7,500	24	24	34	34
Staffordshire Joint Stock	45,000	1,125	1,687	74	74	74	74
Stafford, Spalding, and Boston Banking	200,000	7,500	7,500	9	10	10	10
St. Andrew and Kildermister	150,000	11,250	11,250	74	74	74	74
Union Bank of Australia	100,000	6,250	10,000	64	10	74	10
Union Bank of Liverpool	250,000	22,500	27,500	9	11	9	11
Union Bank of London	1,250,000	75,000	81,250	6	64	64	64
Union Bank of Manchester	525,000	26,250	35,000	53	5	5	5
Union Bank of Scotland	1,900,000	90,000	120,000	74	10	10	10
West of England and South Wales District	440,000	23,650	23,650	53	53	53	53
Whitehaven Joint Stock	1,000,000	60,000	60,000	6	6	6	6
Whitehaven and South Wales District	750,000	30,000	37,500	4	4	5	5
Whitehaven Joint Stock	160,000	14,000	15,600	83	83	94	94
Willes and Dorset Banking Company	45,000	4,500	5,625	94	10	113	124
Wolverhampton and Staffordshire	200,000	21,000	22,000	104	11	11	114
Worcester City and County Banking Company	100,000	3,750	3,750	34	34	34	34
York City and County	250,000	12,500	15,000	7	5	5	5
Yorkshire Banking Company	125,000	8,750	10,000	7	7	7	7
York Union Banking Company	250,000	25,000	25,000	10	10	10	10
York Union Banking Company	132,000	9,900	9,900	74	74	74	74

*The date of payment of dividends varies, the last being payable October 1, 1872.

Statement exhibiting the number and amount of notes issued, redeemed, and outstanding, November 1, 1872.

	Number of notes issued.	Number of notes redeemed.	Number of notes outstanding.	Amount issued.	Amount redeemed.	Amount outstanding.
Ones.....	14,297,360	7,919,389	6,377,971	\$14,297,360	\$7,919,389 00	\$6,377,971 00
Twos.....	4,782,628	2,408,388	2,374,239	9,565,256	4,816,778 00	4,748,478 00
Fives.....	31,933,348	5,960,667	25,972,681	159,666,740	29,803,335 00	129,863,405 00
Tens.....	11,253,452	1,690,702	9,553,750	112,534,520	16,997,080 00	95,537,440 00
Twenties.....	3,225,688	438,852	2,786,836	64,513,760	8,777,040 00	55,736,720 00
Fifties.....	497,199	126,180	371,019	24,859,950	6,309,000 00	18,550,950 00
One-hundreds.....	367,797	110,989	256,808	36,779,700	11,098,900 00	25,680,800 00
Five-hundreds.....	15,621	7,667	7,954	7,810,500	3,933,500 00	3,877,000 00
One-thousands.....	4,933	4,315	618	4,933,000	4,315,000 00	618,000 00
					93,969,969 00	
					2,646 30	
Deduct for fragments of notes lost or destroyed.						2,646 30
Add for fragments of notes lost or destroyed.						
Totals.....	66,378,026	18,676,350	47,601,676	434,960,786	93,967,315 70	340,993,470 30

Amount of gold bank notes issued, not included in above, \$1,601,100.

Statement showing the amount and kind of United States registered bonds held by the Treasurer of the United States to secure the redemption of the circulating notes of national banks, on the 1st day of November, 1872.

Title of loan.	Authorizing act.	Rate of interest.	Amount.
Loan of 1858.....	June 14, 1858.....	5 per cent.	\$640,000
Loan of February 8, 1861, (61's).....	February 8, 1861.....	6 per cent.	4,000,000
Loan of July and August, 1861, (61's).....	July 17 and August 5, 1861.....	do	58,778 20
Five-twenties of 1862.....	February 25, 1862.....	do	8,640 00
Loan of 1863, (61's).....	March 3, 1863.....	do	32,030 40
Ten-forties, 1864.....	March 3, 1864.....	5 per cent.	104,867 40
Five-twenties, of March 3, 1864.....	March 3, 1864.....	6 per cent.	2,054 00
Five-twenties, of June, 1864.....	June 30, 1864.....	do	16,301 12
Five-twenties of 1865.....	March 3, 1865.....	do	11,743 10
Consols of 1865.....	do.....	do	7,975 20
Consols of 1867.....	do.....	do	14,811 00
Consols of 1868.....	do.....	do	3,715 00
Funded loan of 1881.....	July 14, 1870, and January 20, 1871.....	5 per cent.	106,157 50
United States bonds issued to the Pacific Railway Companies.....	July 1, 1862, and July 2, 1864.....	6 per cent.	14,100 00
Total.....			324,960 00

Statement showing the national banks in voluntary liquidation that have deposited lawful money with the Treasurer of the United States to redeem their circulation, withdrawn their bonds, and voluntarily closed business under the provisions of section 42 of the act; their capital, circulation issued, circulation surrendered, circulation redeemed by the Treasurer of the United States, and circulation outstanding on the 1st day of November, 1872.

Name and location of bank.	Capital.	Circulation delivered.	Circulation surrendered.	Circulation redeemed by the Treasurer of the United States.	Circulation outstanding.
First National Bank of Columbia, Mo.	\$100,000	\$90,000	\$78,010	\$10,425 00	\$1,565 00
First National Bank of Carondelet, Mo.	30,000	25,500		24,348 75	1,151 25
National Union Bank of Rochester, N. Y.	400,000	192,500	2,550	162,108 25	27,841 75
Farmers' National Bank of Waukesha, Wis.	100,000	90,000		84,820 25	5,179 75
First National Bank of Bluffton, Ind.	50,000	45,900	3,770	34,946 25	6,283 75
First National Bank of Jackson, Miss.	100,000	40,500		33,515 00	6,985 00
First National Bank of Skaneateles, N. Y.	150,000	135,000	6,585	110,472 20	17,942 80
Appleton National Bank of Appleton, Wis.	50,000	45,000		38,383 85	6,616 15
National Bank of Whitestown, N. Y.	120,000	44,500		38,513 25	5,986 75
First National Bank of Cedarburg, Wis.	100,000	90,000	18,000	59,997 60	12,003 00
Commercial National Bank of Cincinnati, Ohio	500,000	345,950		300,935 00	44,995 00
First National Bank of South Worcester, N. Y.	175,000	157,400	4,500	131,838 75	21,061 25
National Mechanics' and Farmers' Bank of Albany, N. Y.	350,000	314,930	48,410	229,292 75	37,247 25
Second National Bank, Des Moines, Iowa	50,000	42,500	2,200	34,147 00	6,153 00
First National Bank, Oskaloosa, Iowa	75,000	67,500	3,755	56,427 85	7,317 15
Merchants' and Mechanics' National Bank, Troy, N. Y.	300,000	184,750	13,900	148,941 20	21,908 80
First National Bank of Marion, Ohio	125,000	109,850	4,017	89,415 85	16,417 15
National Bank, Lansingburgh, N. Y.	150,000	135,000	12,000	104,191 85	18,808 15
Nat'l Bank of North America, New York, N. Y.	1,000,000	323,000	65,800	222,660 65	44,539 35
First National Bank of Hallowell, Me.	60,000	53,350	2,500	43,643 75	7,906 25
Pacific National Bank, New York, N. Y.	422,700	134,990	4,715	113,862 25	16,412 75
Grocers' National Bank, New York, N. Y.	390,000	85,250	45,810	33,076 00	6,364 00
Savannah National Bank, Savannah, Ga.	100,000	85,000		72,255 25	12,744 75
First National Bank, Frostburgh, Md.	50,000	45,000	4,250	34,322 75	6,427 25
First National Bank, Vinton, Iowa	50,000	42,500	885	36,023 75	5,591 25
First National Bank, Decatur, Ill.	100,000	85,250		73,974 30	11,275 70
First National Bank, Berlin, Wis.	50,000	44,000	3,923	33,995 80	6,091 20
First National Bank, Dayton, Ohio	150,000	135,000	2,900	112,381 05	19,718 95
National Bank of Chemung, Elmira, N. Y.	100,000	90,000		80,593 25	9,406 75
First National Bank, Saint Louis, Mo.	200,000	179,990		154,289 05	25,700 95
First National Bank, Lebanon, Ohio	100,000	85,000		71,023 75	13,976 25
National Union Bank, Owego, N. Y.	100,000	82,250	5,400	19,904 00	62,946 00
Chemung Canal National Bank, Elmira, N. Y.	100,000	90,000	3,500	73,139 00	13,361 00
National Insurance Bank, Detroit, Mich.	200,010	85,000	9,500	65,013 75	10,486 25
State National Bank, Saint Joseph, Mo.	100,000	90,000	3,813	69,458 20	16,728 80
National Exchange Bank, Lansingburgh, N. Y.	100,000	90,000	4,308	69,557 30	16,134 70
Saratoga County Nat'l Bank, Waterford, N. Y.	150,000	135,000	8,000	101,363 55	25,636 45
Farmers' National Bank, Richmond, Va.	100,000	85,000	8,500	50,063 25	26,416 75
First National Bank, Des Moines, Iowa	100,000	90,000	700	70,551 25	12,748 75
First National Bank, Trenton, Mich.	100,000	49,000		40,523 25	8,476 75
National State Bank, Dubuque, Iowa	150,000	127,500	14,900	85,943 75	26,656 25
First National Bank of Cuyahoga Falls, Ohio	50,000	45,000	12,600	22,904 75	9,495 25
Ohio National Bank, Cincinnati, Ohio	500,000	450,000	45,100	272,240 00	132,660 00
First National Bank, Clarksville, Va.	50,000	27,000		14,635 00	12,345 00
Central National Bank, Cincinnati, Ohio	500,000	445,000	105,130	204,095 60	135,775 00
United National Bank, Winona, Minn.	50,000	45,000	875	29,875 00	14,250 00
McKingsburg National Bank, Zanesville, Ohio	100,000	90,000	3,400	51,000 00	35,200 00
Fourth National Bank, Indianapolis, Ind.	100,000	85,700	10,100	48,800 00	26,800 00
First National Bank, Wellsburg, W. Va.	100,000	90,000	500	58,768 00	30,732 00
National Exchange Bank, Richmond, Va.	200,000	180,000	7,880	113,700 00	52,480 00
National Savings Bank, Wheeling, W. Va.	100,000	90,000	22,300	42,000 00	25,700 00
First National Bank, New Ulm, Minn.	60,000	54,000	11,800	25,710 00	16,490 00
Merchants' National Bank, Milwaukee, Wis.	100,000	90,000		54,500 00	35,500 00
National Bank of Mayaville, Ky.	300,000	270,000		146,000 00	124,000 00
Miners' National Bank of Salt Lake City, Utah	150,000	135,000	45,000	54,232 00	25,768 00
Commercial National Bank, Oskosh, Wis.	100,000	90,000		48,000 00	42,000 00
Fourth National Bank, Syracuse, N. Y.	105,500	91,700		44,332 00	47,368 00
Port Madison National Bank, Port Madison, Pa.	75,000	67,500		31,500 00	36,000 00
First National Bank, La Salle, Ill.	50,000	45,000	11,800	14,000 00	19,200 00
First National Bank, Danville, Va.	50,000	45,000	10,000	10,000 00	25,000 00
Nat'l Bank of Commerce, Georgetown, D. C.	100,000	90,000	4,600	19,000 00	66,400 00
First National Bank, Rochester, N. Y.	200,000	160,000	26,100	37,900 00	116,000 00
First National Bank, Rochester, N. Y.	400,000	206,100		48,000 00	157,500 00
Merchants' and Farmers' National Bank, Quincy, Ill.	150,000	135,000		19,500 00	115,500 00
Lawrenceburgh National Bank, Lawrenceburgh, Ind.	200,000	180,000	500		179,500 00

* Lawful money deposited in part.

Statement showing the national banks in voluntary liquidation, &c.—Continued.

Name and location of bank.	Capital.	Circulation delivered.	Circulation surrendered.	Circulation re-deemed by the Treasurer of the United States.	Circulation outstanding.
Pittston National Bank, Pittston, Pa.	\$200,000	(†)			
Berkshire National Bank, Adams, Mass.	100,000	(†)			
Kittanning National Bank, Kittanning, Pa.	200,000	(†)			
City National Bank, Savannah, Ga.	100,000	(†)			
Central National Bank, Omaha, Nebr.	100,000	(†)			
*American National Bank, New York, N. Y.	500,000	\$450,000	\$30,600		\$419,400
National Bank of Crawford County, Meadville, Pa.	300,000	(†)			
Total	12,098,210	8,160,980	735,786	\$4,831,680 70	2,389,513 4

* Lawful money not yet deposited.

† No circulation.

Statement showing the national banks in liquidation for the purpose of consolidating with other banks, their capital, bonds on deposit to secure circulation, circulation delivered, circulation surrendered and destroyed, and circulation outstanding November 1, 1872.

Name and location of bank.	Capital.	United States bonds on deposit.	Circulation delivered.	Circulation surrendered.	Circulation outstanding.
First National Bank of Leonardsville, N. Y.	\$50,000	\$50,500	\$45,000		\$45,000
National Bank of the Metropolis, Washington, D. C.	200,000	134,000	180,000	\$60,400	113,600
First National Bank of Providence, Pa.	100,000	\$7,000	90,000	13,750	76,250
First National Bank of Newton, Newtonville, Mass.	150,000	94,000	130,000	45,400	84,600
First National Bank of Millington, N. Y.	200,000	150,000	180,000	45,000	115,000
First National Bank of Downingtown, Pa.	100,000	76,000	89,500	23,000	66,500
First National Bank of Titusville, Pa.	100,000	74,000	86,750	23,400	63,600
First National Bank of New Brunswick, N. J.	100,000	83,000	90,000	17,000	73,000
Second National Bank of Watertown, N. Y.	100,000	90,000	90,000	9,000	81,000
First National Bank of Steubenville, Ohio.	150,000	150,000	135,000		135,000
First National Bank of Plumer, Pa.	100,000	90,000	87,500	13,300	74,200
First National Bank of Dorchester, Mass.	150,000	110,000	132,500	33,800	98,700
First National Bank of Clyde, N. Y.	50,000	49,500	44,000	6,000	43,000
National Exchange Bank, Philadelphia, Pa.	300,000	150,000	175,750	48,000	127,750
First National Bank, Burlington, Vt.	300,000	255,500	270,000	431,100	124,400
Carroll County National Bank, Sandwich, N. H.	50,000	49,000	45,000	1,300	47,700
Second National Bank, Portland, Me.	100,000	90,000	81,000		81,000
Jewett City National Bank, Jewett City, Conn.	60,000	55,000	48,750		48,750
Total	2,360,000	1,837,500	2,000,750	382,450	1,618,300

Schedule of insolvent banks that have been placed in the hands of receivers, their capital, lawful money deposited to redeem circulation, circulation issued, circulation redeemed by the Treasurer of the United States, and the outstanding circulation, November 1, 1872.

Name and location of bank.	Capital paid in.	Lawful money deposited to redeem circulation.	Circulation issued.	Circulation redeemed by Treasurer, United States.	Circulation outstanding.
First National Bank of Attica, N. Y.*	\$50,000	\$44,000	\$44,000	\$42,906 50	\$1,093 50
Venango National Bank of Franklin, Pa.	300,000	85,006	85,000	82,628 50	2,371 50
First National Bank of Medina, N. Y.*	50,000	40,000	40,000	38,808 75	1,193 25
Merchants' National Bank of Washington, D.C.†	200,000	180,000	180,000	173,904 00	6,096 00
Tennessee National Bank of Memphis, Tenn.*	100,000	90,000	90,000	87,278 75	2,621 25
First National Bank of Selma, Ala.	100,000	85,000	85,000	81,816 75	3,183 25
First National Bank of New Orleans, La.	500,000	180,000	180,000	173,175 50	6,824 50
National Unadilla Bank of Unadilla, N. Y.	120,000	100,000	100,000	97,014 50	2,985 50
Farmers' and Citizens' Bank of Brooklyn, N. Y.	300,000	253,900	253,900	244,050 25	9,849 75
Croton Nat'l Bank of the City of New York	200,000	180,000	180,000	174,790 75	5,209 25
First National Bank of Bethel, Conn.	60,000	26,300	26,300	23,839 50	2,460 50
First National Bank of Keokuk, Iowa*	100,000	90,000	90,000	87,149 00	2,851 00
National Bank of Vicksburgh, Miss.	50,000	25,500	25,500	23,608 75	1,891 25
First National Bank of Rockford, Ill.	50,000	45,000	45,000	41,483 00	3,517 00
First National Bank of Nevada, at Austin, Nev.	250,000	129,700	129,700	108,336 50	21,363 50
Ocean Nat'l Bank of the City of New York	1,000,000	800,000	800,000	575,035 00	224,965 00
Union Square National Bank of the City of New York.	200,000	50,000	50,000	33,947 00	16,053 00
Eighth National Bank of the City of New York	250,000	243,393	243,393	173,099 00	70,294 00
Fourth National Bank of Philadelphia, Pa.	200,000	179,000	179,000	125,000 00	54,000 00
Waverly National Bank of Waverly, N. Y.	106,100	71,000	71,000	33,960 00	37,040 00
First National Bank of Fort Smith, Ark.	50,000	45,000	45,000	19,500 00	25,500 00
Total	4,236,100	2,942,793	2,942,793	2,441,430 00	501,363 00

* Finally closed.

† \$50,000 United States registered 5-20 bonds still on deposit with the Treasurer of the United States.

Table of the state of the lawful money reserve of the national banks of the United States, as

Number.	States and Territories.	Number of banks.	Liabilities to be protected by reserve.	Reserve required: 15 per cent. of liabilities.	Reserve held.	Per cent. of reserve to liabilities.
1	Maine.....	61	\$12,805,236	\$1,920,785	\$2,358,274	12.3
2	New Hampshire.....	42	6,765,471	1,014,821	1,433,360	21.2
3	Vermont.....	41	9,529,794	1,429,469	1,758,050	18.4
4	Massachusetts.....	160	53,645,435	8,046,815	10,047,573	12.7
5	Rhode Island.....	62	20,292,636	3,043,895	3,466,447	11.1
6	Connecticut.....	81	32,358,006	4,853,701	7,279,846	22.5
7	New York.....	231	76,469,359	11,470,404	14,095,399	12.4
8	New Jersey.....	57	26,438,420	3,965,763	5,665,475	21.4
9	Pennsylvania.....	153	48,007,086	7,201,063	8,836,019	12.4
10	Delaware.....	11	2,701,748	405,262	498,539	12.5
11	Maryland.....	19	4,367,738	655,161	1,069,128	24.5
12	Virginia.....	23	9,422,577	1,413,387	1,797,875	19.1
13	West Virginia.....	17	4,869,645	730,447	932,583	26.2
14	North Carolina.....	9	4,126,920	619,038	883,295	21.4
15	South Carolina.....	7	2,781,792	417,269	519,371	18.7
16	Georgia.....	10	3,970,313	595,547	770,237	19.4
17	Alabama.....	7	1,563,615	234,542	452,488	29.9
18	Texas.....	5	1,802,584	270,388	560,646	31.1
19	Arkansas.....	2	371,981	55,797	42,508	11.4
20	Kentucky.....	25	6,771,389	1,015,708	1,270,785	12.5
21	Tennessee.....	19	6,778,468	1,016,770	1,492,468	22.6
22	Ohio.....	120	31,841,973	4,776,296	6,699,269	21.9
23	Indiana.....	78	24,845,393	3,726,809	4,988,734	19.7
24	Illinois.....	98	20,316,338	3,047,451	4,537,154	22.3
25	Michigan.....	58	10,989,512	1,648,427	2,466,430	22.1
26	Wisconsin.....	36	5,866,060	879,909	1,346,984	21.0
27	Iowa.....	61	11,442,246	1,716,337	2,470,735	21.6
28	Minnesota.....	23	6,101,513	915,227	1,184,729	19.4
29	Missouri.....	22	4,825,970	723,896	963,141	20.1
30	Kansas.....	10	1,822,223	273,333	371,551	20.4
31	Nebraska.....	6	2,656,840	398,526	636,612	24.0
32	Oregon.....	1	1,040,499	156,073	242,311	23.3
33	Montana.....	1	432,464	64,870	77,702	18.2
34	Idaho.....	1	202,961	30,444	32,496	16.0
35	Wyoming.....	1	102,645	15,397	36,684	33.7
36	Utah.....	1	504,271	75,640	82,313	18.3
37	Colorado.....	4	1,670,600	250,590	392,482	23.5
38	New Mexico.....	1	208,500	31,275	27,505	13.2
	Total.....	1,564	460,710,213	69,106,532	91,728,626	19.9

Table of the state of the lawful money reserve—Continued.

Number.	Cities of redemption.	Number of banks.	Liabilities to be protected by reserve.	Reserve required: 25 per cent. of liabilities.	Reserve held.	Per cent. of reserve to liabilities.
1	Boston.....	48	\$79,071,889	\$19,767,972	\$21,011,587	26.6
2	Albany.....	7	9,102,284	2,275,571	3,091,395	34.1
3	Philadelphia.....	29	49,609,751	12,402,438	13,346,949	26.9
4	Pittsburgh.....	16	15,921,712	3,980,428	3,876,158	24.1
5	Baltimore.....	14	19,507,791	4,876,948	5,309,947	27.1
6	Washington.....	3	2,455,810	613,953	590,356	24.0
7	New Orleans.....	7	7,687,377	1,921,844	1,142,017	14.7
8	Louisville.....	4	1,766,903	441,726	455,852	23.5
9	Cincinnati.....	5	11,584,220	2,896,055	3,183,753	27.1
10	Cleveland.....	6	6,577,169	1,644,292	1,886,152	27.1
11	Chicago.....	18	27,092,631	6,773,158	10,422,931	27.1
12	Detroit.....	3	4,347,639	1,086,909	1,283,917	28.1
13	Milwaukee.....	4	2,981,825	745,456	753,252	23.3
14	Saint Louis.....	8	9,913,963	2,478,491	2,614,249	28.4
15	Leavenworth.....	2	809,454	202,363	182,692	22.6
	Total.....	174	248,430,418	62,107,604	69,150,527	27.1
16	New York City.....	51	207,635,813	51,908,933	57,388,978	27.1
17	San Francisco.....	1	655,668	163,917	376,699	37.5

shown by the reports of their condition at the close of business on the 16th day of December, 1871.

Funds available for reserve.					States and Territories.
Specie.	Legal tenders.	Clearing-house certificates.	Three per cent. certificates.	Due from redeeming agents.	
\$73,907	\$1,071,713	.....	.....	\$1,192,654	Maine.
25,229	486,769	.....	.....	921,362	New Hampshire.
38,013	674,819	.....	.....	1,010,219	Vermont.
159,736	4,175,739	.....	\$35,000	5,667,098	Massachusetts.
59,883	1,403,279	.....	45,000	1,978,285	Rhode Island.
218,304	2,367,162	.....	25,000	4,614,380	Connecticut.
211,314	5,641,327	.....	80,000	7,982,758	New York.
94,500	1,939,293	.....	260,000	3,516,682	New Jersey.
99,629	4,152,283	.....	115,000	4,374,107	Pennsylvania.
2,829	186,502	.....	210,000	228,908	Delaware.
26,747	408,258	.....	80,000	634,123	Maryland.
92,986	832,408	.....	.....	872,481	Virginia.
13,026	446,067	.....	.....	524,490	West Virginia.
20,951	309,222	.....	.....	553,123	North Carolina.
18,118	287,022	.....	.....	214,231	South Carolina.
81,063	424,646	.....	50,000	214,528	Georgia.
17,105	202,011	.....	.....	233,372	Alabama.
175,144	231,232	.....	.....	154,470	Texas.
709	25,165	.....	.....	16,634	Arkansas.
11,751	627,756	.....	.....	621,478	Kentucky.
69,662	730,519	.....	.....	692,267	Tennessee.
90,814	3,136,993	.....	95,000	3,376,482	Ohio.
68,471	2,567,732	.....	20,000	2,242,535	Indiana.
53,772	2,036,969	.....	10,000	2,406,413	Illinois.
48,585	1,179,497	.....	25,000	1,213,348	Michigan.
16,414	591,398	.....	.....	739,172	Wisconsin.
47,954	1,341,118	.....	10,000	1,071,663	Iowa.
14,737	640,655	.....	.....	529,337	Minnesota.
17,985	480,460	.....	.....	464,696	Missouri.
9,019	191,737	.....	.....	170,795	Kansas.
9,214	203,943	.....	.....	423,455	Nebraska.
30,261	123,208	.....	.....	82,842	Oregon.
707	13,500	.....	.....	64,495	Montana.
9,723	22,773	.....	.....	.....	Idaho.
52	12,656	.....	.....	23,980	Wyoming.
53,572	28,241	.....	.....	500	Utah.
32,516	164,668	.....	.....	191,298	Colorado.
9	17,954	.....	.....	9,542	New Mexico.
2,043,411	39,380,993	.....	1,060,000	49,244,222	

CITIES, as shown by reports of the 16th of December, 1871.

Funds available for reserve.					Cities of redemption.
Specie.	Legal tenders.	Clearing-house certificates.	Three per cent. certificates.	Due from redeeming agents.	
\$2,492,701	\$2,256,780	.....	\$1,820,000	\$8,442,106	Boston.
9,909	1,108,945	.....	60,000	1,912,541	Albany.
750,330	5,813,254	\$1,780,000	1,725,000	3,278,365	Philadelphia.
38,402	1,973,728	.....	35,000	1,828,628	Pittsburgh.
203,893	1,818,080	146,000	255,000	2,886,974	Baltimore.
24,976	296,395	.....	80,000	188,985	Washington.
134,510	736,801	.....	.....	271,326	New Orleans.
691	261,483	.....	.....	193,278	Louisville.
18,971	1,445,825	.....	100,000	1,618,957	Cincinnati.
12,214	840,000	2,020	20,000	1,011,912	Cleveland.
344,612	5,023,984	.....	80,000	4,973,635	Chicago.
1,170	641,350	.....	60,000	581,397	Detroit.
10,421	433,146	.....	.....	309,685	Milwaukee.
45,379	1,299,460	.....	105,000	1,164,410	Saint Louis.
563	92,933	.....	10,000	79,176	Leavenworth.
4,009,142	30,041,974	1,928,026	4,350,000	28,741,375	
18,409,671	22,580,307	14,705,000	1,285,000	.....	New York City.
374,301	2,398	.....	.....	.....	San Francisco.

Table of the state of the lawful money reserve—Continued:

Number.	States and Territories.	Number of banks.	Liabilities to be protected by reserve.	Reserve required; 15 per cent. of liabilities.	Reserve held.	Percent of reserve to liabilities.
1	Maine	61	\$13,052,919	\$1,957,938	\$2,223,018	21.6
2	New Hampshire	42	6,907,728	1,036,150	1,536,973	21.7
3	Vermont	41	8,859,132	1,478,870	1,839,833	18.7
4	Massachusetts	160	55,102,065	8,265,310	11,358,139	20.4
5	Rhode Island	62	20,536,108	3,080,416	3,797,902	18.5
6	Connecticut	81	33,684,989	5,052,748	8,189,218	24.5
7	New York	231	60,778,653	12,116,798	17,083,270	21.1
8	New Jersey	58	27,231,738	4,084,760	6,121,513	22.5
9	Pennsylvania	153	49,304,204	7,395,631	10,580,504	21.5
10	Delaware	11	2,855,770	428,369	622,370	21.5
11	Maryland	19	4,593,948	689,092	1,129,975	24.5
12	Virginia	23	9,645,603	1,446,841	1,805,092	18.7
13	West Virginia	17	5,149,407	772,411	1,018,044	18.5
14	North Carolina	9	4,272,928	640,939	940,886	22.1
15	South Carolina	7	3,403,906	510,586	789,897	24.5
16	Georgia	10	4,336,655	650,498	1,138,134	20.5
17	Alabama	7	1,871,650	280,749	541,141	20.5
18	Texas	5	1,933,302	289,995	689,418	21.7
19	Arkansas	1	329,673	49,452	96,972	20.5
20	Kentucky	25	7,017,662	1,052,649	1,306,676	18.7
21	Tennessee	19	7,263,261	1,089,409	1,537,245	21.5
22	Ohio	126	33,185,630	4,977,844	6,913,400	20.4
23	Indiana	79	25,309,151	3,796,373	4,812,055	18.7
24	Illinois	102	23,447,683	3,517,152	5,337,993	21.5
25	Michigan	61	11,325,428	1,698,814	2,401,700	21.2
26	Wisconsin	36	5,946,611	891,992	1,333,049	21.4
27	Iowa	61	12,534,376	1,880,006	2,739,777	21.7
28	Minnesota	24	6,557,171	983,576	1,118,213	17.1
29	Missouri	23	5,235,945	785,392	1,042,236	19.9
30	Kansas	14	2,087,388	313,108	375,270	18.7
31	Nebraska	8	2,793,052	418,958	472,021	18.9
32	Oregon	1	1,080,201	162,030	273,736	25.5
33	Montana	1	413,307	61,996	58,013	14.1
34	Idaho	1	187,173	28,076	25,456	13.6
35	Wyoming	1	87,967	13,195	22,361	25.3
36	Utah	1	385,442	57,816	44,894	11.6
37	Colorado	4	1,584,509	237,672	342,000	21.6
38	New Mexico	1	215,601	32,340	46,291	21.5
	Total	1,586	481,506,936	72,226,040	102,975,001	21.5

Table of the state of the lawful money reserve—Continued:

	Cities of redemption.	Number of banks.	Liabilities to be protected by reserve.	Reserve required; 25 per cent. of liabilities.	Reserve held.	Percent of reserve to liabilities.
1	Boston	48	\$81,423,348	\$20,355,837	\$21,225,410	9.1
2	Albany	7	11,278,692	2,819,723	3,644,476	21.5
3	Philadelphia	29	49,913,955	12,478,489	13,537,749	21.5
4	Pittsburgh	16	16,865,241	4,216,310	4,725,075	21.5
5	Baltimore	14	20,383,244	5,095,811	5,265,719	21.5
6	Washington	3	2,229,061	557,265	800,035	21.5
7	New Orleans	8	8,830,347	2,207,588	2,790,308	21.5
8	Louisville	5	2,055,057	513,764	525,796	21.5
9	Cincinnati	5	12,181,695	3,045,424	3,172,641	21.5
10	Cleveland	6	6,740,379	1,685,095	1,672,777	21.5
11	Chicago	18	30,325,595	7,581,399	9,236,005	21.5
12	Detroit	3	4,164,907	1,041,227	1,175,813	21.5
13	Milwaukee	4	3,003,434	750,858	809,350	21.5
14	Saint Louis	8	9,462,853	2,365,713	2,972,272	21.5
15	Leavenworth	2	760,076	195,018	158,407	21.5
	Total	176	259,698,084	64,924,521	71,912,624	21.5
16	New York City	51	210,271,963	52,567,991	54,071,079	21.5
17	San Francisco	1	919,224	229,806	456,563	21.5

STATES, as shown by reports of the 27th of February, 1872.

Funds available for reserve.					States and Territories.
Specie.	Legal-tenders.	Clearing-house certificates.	Three per cent. certificates.	Due from redeeming agents.	
\$97,885	\$986,707			\$1,738,366	Maine.
41,255	437,146			1,058,572	New Hampshire.
32,255	717,964		\$35,000	1,054,614	Vermont.
721,803	3,800,339		35,000	6,798,797	Massachusetts.
57,307	1,364,931		15,000	2,270,465	Rhode Island.
115,308	2,441,489		45,000	5,587,221	Connecticut.
198,177	5,675,059		140,000	11,070,034	New York.
96,776	2,038,910		75,000	3,910,827	New Jersey.
114,150	4,226,303		205,000	6,035,051	Pennsylvania.
2,777	216,209		60,000	343,384	Delaware.
20,801	498,356			610,818	Maryland.
80,201	842,703			882,184	Virginia.
15,312	422,120			580,612	West Virginia.
69,680	390,815			480,391	North Carolina.
15,058	455,876			318,963	South Carolina.
189,774	543,416		50,000	354,944	Georgia.
28,624	275,370			239,147	Alabama.
333,478	128,004			167,936	Texas.
315	31,500			65,157	Arkansas.
7,750	613,568			685,378	Kentucky.
69,850	780,135			707,260	Tennessee.
49,817	3,323,692		85,000	3,455,291	Ohio.
55,265	2,433,010		20,000	2,303,780	Indiana.
99,436	2,160,818		10,000	3,067,739	Illinois.
51,152	1,082,401		25,000	1,213,147	Michigan.
13,348	587,138			732,563	Wisconsin.
69,104	1,372,529		10,000	1,308,144	Iowa.
13,732	564,072			540,409	Minnesota.
30,658	487,403			524,175	Missouri.
9,970	223,887			141,413	Kansas.
6,855	188,173			276,973	Nebraska.
60,062	114,463			92,611	Oregon.
2,398	34,600			21,015	Montana.
10,600	14,647				Idaho.
193	12,476			9,592	Wyoming.
10,600	33,794			500	Utah.
23,932	172,275			145,793	Colorado.
84	19,362			26,845	New Mexico.
\$2,816,771	39,792,119		\$10,000	58,856,111	

CITIES, as shown by reports of the 27th of February, 1872.

Funds available for reserve.					Cities of redemption.
Specie.	Legal-tenders.	Clearing-house certificates.	Three per cent. certificates.	Due from redeeming agents.	
\$4,062,195	\$5,533,596		\$1,835,000	\$9,794,619	Boston.
8,362	1,314,858		10,000	2,261,256	Albany.
361,412	5,759,941	\$2,800,000	1,345,000	3,271,387	Philadelphia.
61,911	2,438,741		35,000	2,189,423	Pittsburgh.
216,112	2,294,139	155,000	215,000	2,385,468	Baltimore.
21,973	422,710		80,000	275,352	Washington.
219,569	1,743,362			817,377	New Orleans.
2,044	241,920			281,832	Louisville.
59,785	1,361,807		100,000	1,651,836	Cincinnati.
12,818	873,000		20,000	966,959	Cleveland.
116,920	4,672,645		65,000	4,181,840	Chicago.
13,326	577,883		60,000	524,601	Detroit.
21,946	414,447			373,357	Milwaukee.
40,468	1,164,411		105,000	1,062,393	Saint Louis.
92	103,818		10,000	44,497	Leavenworth.
5,218,936	29,116,271	2,955,000	3,930,000	30,692,217	
13,831,478	25,999,601	13,240,000	1,000,000		New York City.
454,153	2,409				San Francisco.

Table of the state of the lawful money reserve—Continued.

Number.	States and Territories.	Number of banks.	Liabilities to be protected by reserve.	Reserve required: 15 per cent. of liabilities.	Reserve held.	Per cent. of reserve to liabilities.
1	Maine	62	\$12,496,673	\$1,874,501	\$2,322,024	18.6
2	New Hampshire	42	6,769,919	1,015,488	1,372,532	20.3
3	Vermont	41	9,792,528	1,468,879	1,655,682	17
4	Massachusetts	161	55,922,034	8,388,305	10,824,098	19.5
5	Rhode Island	62	20,799,997	3,120,000	3,524,837	17.2
6	Connecticut	81	33,266,646	4,989,997	6,952,129	20.9
7	New York	231	78,246,650	11,736,998	15,647,148	20
8	New Jersey	58	28,214,790	4,232,219	6,307,167	22.4
9	Pennsylvania	155	51,920,750	7,797,113	11,057,477	21.3
10	Delaware	11	2,792,808	418,921	473,356	17
11	Maryland	19	4,287,878	643,122	931,068	21.7
12	District of Columbia	1	589,514	88,427	181,681	30.8
13	Virginia	23	9,608,075	1,441,211	1,783,991	17.6
14	West Virginia	17	5,097,013	764,552	828,542	16.3
15	North Carolina	9	4,224,542	633,681	822,595	21
16	South Carolina	8	3,398,977	509,847	694,799	20.4
17	Georgia	10	4,193,370	629,006	1,037,042	24.7
18	Alabama	7	1,840,323	276,048	542,916	28.7
19	Texas	5	2,020,435	303,065	801,649	29.7
20	Arkansas	1	313,569	47,035	36,452	11.6
21	Kentucky	26	6,782,061	1,017,309	1,222,452	18.4
22	Tennessee	19	7,245,726	1,086,859	1,566,541	21.5
23	Ohio	131	32,918,736	4,937,810	6,401,868	19.4
24	Indiana	23	26,533,055	3,979,958	5,464,920	20.8
25	Illinois	105	22,834,715	3,428,207	4,710,821	20.6
26	Michigan	63	11,632,394	1,744,859	2,273,003	19.5
27	Wisconsin	37	5,879,981	881,997	1,161,903	20.1
28	Iowa	62	12,441,668	1,926,280	2,900,592	22.1
29	Minnesota	24	6,631,968	994,795	1,097,316	16.5
30	Missouri	24	5,394,615	809,192	1,061,118	19.9
31	Kansas	19	3,323,562	498,534	731,925	22
32	Nebraska	8	2,849,028	427,354	599,767	21
33	Oregon	1	998,151	149,723	236,721	23.7
34	Montana	1	400,967	60,145	58,060	14.2
35	Idaho	1	161,051	24,157	33,962	21.1
36	Wyoming	1	91,906	13,786	13,672	14.9
37	Utah	2	628,314	94,247	58,358	9.4
38	Colorado	4	1,626,831	244,025	400,793	24.6
39	New Mexico	1	202,705	30,406	15,732	7.5
	Total	1,616	484,854,125	72,722,118	92,012,845	20.2

Table of the state of the lawful money reserve—Continued.

Number.	Cities of redemption.	Number of banks.	Liabilities to be protected by reserve.	Reserve required: 25 per cent. of liabilities.	Reserve held.	Per cent. of reserve to liabilities.
1	Boston	48	\$79,938,875	\$19,984,719	\$20,937,782	26.2
2	Albany	7	11,345,164	2,836,291	3,567,437	31.4
3	Philadelphia	29	49,889,443	12,472,361	13,224,727	27.7
4	Pittsburgh	16	16,740,322	4,185,080	3,940,332	23.7
5	Baltimore	14	20,261,958	5,065,490	5,438,850	26.8
6	Washington	3	2,218,942	554,735	763,225	34.4
7	New Orleans	9	9,582,744	2,395,686	2,771,220	27.2
8	Louisville	5	2,196,990	549,244	530,576	24.2
9	Cincinnati	5	11,428,270	2,857,068	2,873,470	25.1
10	Cleveland	6	9,131,181	2,282,795	3,643,490	33.9
11	Chicago	18	30,490,789	7,622,697	8,917,799	28.2
12	Detroit	3	4,320,717	1,080,179	1,062,460	25
13	Milwaukee	4	2,747,544	686,886	629,171	21.7
14	Saint Louis	8	9,014,781	2,253,695	2,235,793	24.5
		175	239,307,720	64,825,930	71,167,972	27.4
15	New York City	51	200,701,665	50,175,416	53,491,399	26.6
16	San Francisco	1	744,991	186,248	280,874	37.7

STATES, as shown by reports of the 19th of April, 1872.

Funds available for reserve.					States and Territories.
Specie.	Legal-tenders.	Clearing-house certificates.	Three per cent. certificates.	Due from redeeming agents.	
\$25,341	\$939,405			\$1,297,278	Maine.
59,474	413,572			899,496	New Hampshire.
51,032	702,155		\$25,000	877,495	Vermont.
565,952	3,897,831		35,000	6,385,305	Massachusetts.
31,753	1,491,205		15,000	2,046,879	Rhode Island.
69,860	2,425,973		45,000	4,411,306	Connecticut.
252,458	5,916,218		130,000	9,348,472	New York.
96,524	2,156,723		55,000	3,993,920	New Jersey.
103,878	5,223,902		165,000	5,564,697	Pennsylvania.
2,940	214,266		50,000	206,150	Delaware.
21,661	425,321			484,086	Maryland.
3,749	130,500			47,432	District of Columbia.
77,659	675,570			830,762	Virginia.
9,539	393,139			423,844	West Virginia.
53,911	387,066			441,618	North Carolina.
14,175	479,934			200,690	South Carolina.
138,229	498,828		50,000	349,925	Georgia.
20,147	227,872			294,697	Alabama.
360,994	249,134			191,521	Texas.
425	27,036			8,991	Arkansas.
7,692	616,700			604,060	Kentucky.
54,262	836,414			673,865	Tennessee.
37,352	3,578,948		60,000	2,723,568	Ohio.
68,181	2,653,897		10,000	2,731,842	Indiana.
86,765	2,209,276		10,000	2,404,780	Illinois.
46,271	1,188,150		20,000	1,018,588	Michigan.
12,405	621,710			547,788	Wisconsin.
61,203	1,561,018		10,000	1,268,371	Iowa.
22,050	626,907			448,359	Minnesota.
22,864	552,440			485,814	Missouri.
8,097	372,577		10,000	341,251	Kansas.
9,392	219,811			370,658	Nebraska.
74,054	85,320			77,347	Oregon.
2,822	22,000			33,198	Montana.
11,572	22,410				Idaho.
228	7,338			6,106	Wyoming.
10,431	46,927			1,000	Utah.
45,069	173,283			182,421	Colorado.
47	10,856			4,829	New Mexico.
2,600,614	42,485,632		690,000	52,236,599	

CITIES, as shown by reports of the 19th of April, 1872.

Funds available for reserve.					Cities of redemption.
Specie.	Legal-tenders.	Clearing-house certificates.	Three per cent. certificates.	Due from redeeming agents.	
\$4,002,819	\$5,925,400		\$1,240,000	\$9,769,563	Boston.
2,276	1,396,538		60,000	2,102,623	Albany.
226,422	6,930,152	\$2,230,000	970,000	3,468,093	Philadelphia.
42,545	2,463,957			1,427,790	Pittsburgh.
119,893	2,279,503	194,000	90,000	2,755,454	Baltimore.
28,447	445,484		80,000	209,954	Washington.
176,565	1,301,848			1,293,417	New Orleans.
1,647	365,991			162,938	Louisville.
40,336	1,489,500		20,000	1,343,634	Cincinnati.
4,126	941,000		35,000	2,678,734	Cleveland.
103,869	5,676,201		20,000	3,102,729	Chicago.
644	667,217			394,599	Detroit.
22,444	345,687			271,040	Milwaukee.
41,017	1,206,922		85,000	902,848	Saint Louis.
4,825,150	31,435,406	2,424,000	2,600,000	29,883,416	
11,931,060	29,385,339	11,485,000	590,000		New York City.
278,796	2,078				San Francisco.

Table of the state of the lawful money reserve—Continued.

Number.	States and Territories.	Number of banks.	Liabilities to be protected by reserve.	Reserve required: 15 per cent. of liabilities.	Reserve held.	Percent of reserve to liabilities.
1	Maine	62	\$12,938,178	\$1,940,727	\$2,532,987	126
2	New Hampshire	41	7,023,905	1,053,566	1,429,730	136
3	Vermont	41	9,978,292	1,496,338	1,785,129	119
4	Massachusetts	162	55,831,694	8,374,754	11,190,947	134
5	Rhode Island	62	20,830,426	3,124,564	3,159,765	101
6	Connecticut	81	33,346,307	5,007,946	7,636,982	152
7	New York	230	77,274,797	11,591,219	15,067,869	130
8	New Jersey	58	27,853,792	4,178,368	6,409,548	153
9	Pennsylvania	155	51,369,756	7,705,463	9,969,361	129
10	Delaware	11	2,888,173	433,226	582,950	134
11	Maryland	19	4,276,875	641,531	1,016,649	158
12	District of Columbia	1	684,718	102,708	263,445	256
13	Virginia	23	9,728,202	1,459,230	1,810,687	124
14	West Virginia	17	5,046,268	753,940	836,558	110
15	North Carolina	9	4,032,829	604,424	782,509	129
16	South Carolina	8	3,545,550	531,832	795,961	149
17	Georgia	10	4,046,837	605,525	867,343	144
18	Alabama	7	1,900,579	285,086	558,533	196
19	Texas	5	1,669,963	250,494	631,814	252
20	Arkansas	2	352,534	52,880	69,034	131
21	Kentucky	27	6,778,342	1,016,748	1,221,241	120
22	Tennessee	19	7,140,590	1,071,089	1,561,728	146
23	Ohio	133	34,394,366	5,159,155	7,056,046	137
24	Indiana	84	26,918,346	4,037,752	5,973,424	148
25	Illinois	106	23,994,453	3,599,168	5,763,551	160
26	Michigan	64	11,733,582	1,760,037	2,249,922	127
27	Wisconsin	37	6,010,655	901,598	1,270,171	140
28	Iowa	62	13,984,554	2,097,683	3,089,757	147
29	Minnesota	25	7,407,621	1,111,143	1,610,439	145
30	Missouri	25	5,578,260	836,739	1,277,393	153
31	Kansas	20	3,821,312	573,197	903,030	157
32	Nebraska	8	3,132,190	469,829	816,641	173
33	Oregon	1	1,118,395	167,759	317,762	190
34	Montana	1	458,435	68,765	62,662	91
35	Idaho	1	173,242	25,986	42,352	163
36	Wyoming	1	102,474	15,371	10,937	71
37	Utah	2	861,669	129,253	63,418	49
38	Colorado	5	1,967,900	295,185	486,109	164
39	New Mexico	1	199,771	29,966	24,096	80
Total		1,626	490,608,432	73,591,264	101,821,050	138

Table of the state of the lawful money reserve—Continued.

Number	Cities of redemption.	Number of banks.	Liabilities to be protected by reserve.	Reserve required: 25 per cent. of liabilities.	Reserve held.	Percent of reserve to liabilities.
1	Boston	48	\$81,754,299	\$20,438,575	\$22,373,769	110
2	Albany	7	11,107,171	2,776,793	3,904,555	141
3	Philadelphia	29	58,061,381	14,515,345	18,231,324	126
4	Pittsburgh	16	17,599,215	4,399,804	4,565,648	104
5	Baltimore	14	21,255,801	5,313,950	5,752,257	108
6	Washington	3	2,757,264	689,316	962,734	140
7	New Orleans	9	9,430,625	2,357,656	2,564,327	109
8	Louisville	5	2,440,470	610,117	631,664	104
9	Cincinnati	5	11,506,030	2,876,507	3,233,281	112
10	Cleveland	6	7,335,129	1,833,762	1,786,399	97
11	Chicago	16	32,897,819	8,224,455	9,653,635	117
12	Detroit	3	4,384,521	1,096,150	1,195,448	109
13	Milwaukee	4	3,018,729	754,683	807,431	107
14	Saint Louis	5	9,543,997	2,385,999	2,936,059	123
Total		175	273,092,451	68,273,112	78,600,731	114
15	New York	51	225,156,173	56,289,043	63,573,711	112
16	San Francisco	1	1,149,676	287,419	492,245	171
Total		227	499,398,300	124,849,574	144,672,285	116

STATES, as shown by reports of the 10th of June, 1872.

Funds available for reserve.					States and Territories.
Specie.	Legal-tenders.	Clearing-house certificates.	Three per cent. certificates.	Due from redeeming agents.	
\$22,778	\$1,002,497			\$1,507,712	Maine.
24,039	457,999			938,692	New Hampshire.
30,948	768,586		\$10,000	975,595	Vermont.
296,815	4,002,155		35,000	6,856,957	Massachusetts.
26,398	1,347,963		15,000	2,370,404	Rhode Island.
68,782	2,484,888		45,000	5,432,312	Connecticut.
156,703	5,092,063		85,000	9,225,413	New York.
105,460	2,084,299		55,000	4,164,879	New Jersey.
94,188	4,650,479		155,000	5,069,694	Pennsylvania.
2,853	234,519		50,000	235,578	Delaware.
20,672	489,110			506,907	Maryland.
4,365	155,000			104,080	District of Columbia.
77,674	827,773			905,240	Virginia.
13,030	433,843			389,985	West Virginia.
45,896	375,502			361,051	North Carolina.
12,824	495,515			287,638	South Carolina.
6,011	406,072		50,000	343,260	Georgia.
33,721	276,159			218,671	Alabama.
22,935	226,660			148,239	Texas.
1,764	26,500			40,770	Arkansas.
5,515	601,499			614,227	Kentucky.
40,146	698,733			822,819	Tennessee.
39,901	3,537,851		60,000	3,418,334	Ohio.
57,291	2,621,457		5,000	3,289,677	Indiana.
71,725	2,182,825		10,000	3,499,001	Illinois.
44,677	1,155,405		20,000	1,029,840	Michigan.
10,754	601,866			657,517	Wisconsin.
40,249	1,463,109		10,000	1,576,399	Iowa.
21,554	709,115			879,771	Minnesota.
18,701	593,818			664,874	Missouri.
4,749	402,677			496,364	Kansas.
21,605	220,013			605,023	Nebraska.
44,242	69,038			204,482	Oregon.
2,418	19,350			40,894	Montana.
21,202	21,150				Idaho.
355	10,582				Wyoming.
20,594	40,463			2,367	Utah.
54,360	185,150			246,599	Colorado.
246	19,928			3,922	New Mexico.
1,890,232	41,495,381		605,000	57,810,847	

CITIES, as shown by reports of the 10th of June 1872.

Funds available for reserve.					Cities of redemption.
Specie.	Legal-tenders.	Clearing-house certificates.	Three per cent. certificates.	Due from redeeming agents.	
\$1,649,339	\$8,906,325		\$925,000	\$10,893,105	Boston.
8,250	1,416,100		60,000	2,420,196	Albany.
124,155	8,862,568	\$3,365,000	900,000	4,979,605	Philadelphia.
38,677	2,573,868			1,953,103	Pittsburgh.
128,542	2,655,633	130,000	90,000	2,718,082	Baltimore.
16,661	388,244		80,000	485,829	Washington.
170,672	1,108,667			1,285,188	New Orleans.
498	380,546			250,620	Louisville.
64,542	1,351,200			1,827,539	Cincinnati.
2,488	960,000	2,577	20,000	801,334	Cleveland.
115,029	5,622,545		25,000	3,823,061	Chicago.
1,197	667,710		20,000	506,541	Detroit.
5,218	465,498			346,695	Milwaukee.
29,432	1,409,204		75,000	1,422,523	Saint Louis.
2,354,625	36,820,108	3,497,577	2,195,000	33,733,421	
15,195,070	41,178,641	8,595,000	610,000		New York City.
40,433	2,510				San Francisco.
1,000,028	78,001,259	12,092,577	2,805,000		

Table of the state of the lawful money reserve—Continued.

Number.	States and Territories.	Number of banks.	Liabilities to be protected by reserve.	Reserve required: 15 per cent. of liabilities.	Reserve held.	Percent of reserve to liabilities.
1	Maine	61	\$13,565,837	\$2,034,876	\$2,643,929	19.5
2	New Hampshire	42	7,439,641	1,115,946	1,605,736	21.5
3	Vermont	41	10,226,060	1,542,909	1,815,565	17.7
4	Massachusetts	162	58,735,106	8,810,266	11,883,328	20.2
5	Rhode Island	62	20,889,298	3,133,395	3,751,731	18.5
6	Connecticut	81	32,291,194	4,843,679	6,650,804	29.6
7	New York	229	78,377,476	11,756,622	14,562,920	18.6
8	New Jersey	59	23,080,403	4,347,061	6,052,344	29.9
9	Pennsylvania	156	52,795,061	7,919,259	10,021,663	19.5
10	Delaware	11	3,146,615	471,992	644,500	20.7
11	Maryland	19	4,579,138	686,871	1,110,091	24.2
12	District of Columbia	1	705,635	105,845	230,794	22.7
13	Virginia	24	10,429,201	1,564,380	1,496,465	14.4
14	West Virginia	17	5,191,738	778,761	883,909	17.4
15	North Carolina	10	4,191,502	628,725	782,600	17.7
16	South Carolina	8	3,382,461	507,369	602,477	17.7
17	Georgia	11	4,182,743	627,411	900,580	21.7
18	Alabama	8	2,014,602	302,190	333,119	16.7
19	Texas	5	1,815,779	272,367	422,659	29.7
20	Arkansas	2	330,280	49,542	48,113	14.7
21	Kentucky	28	7,446,331	1,116,949	1,345,175	18.7
22	Tennessee	22	7,008,152	1,051,223	1,162,095	18.7
23	Ohio	147	36,694,915	5,504,237	6,657,763	18.7
24	Indiana	87	27,176,941	4,076,541	5,283,667	19.4
25	Illinois	113	23,361,947	3,504,292	4,524,183	19.4
26	Michigan	68	13,198,616	1,979,793	2,503,681	19.4
27	Wisconsin	38	6,878,135	1,031,720	1,522,072	18.7
28	Iowa	70	13,109,816	1,966,472	2,441,815	19.7
29	Minnesota	29	7,904,290	1,185,644	1,563,976	19.7
30	Missouri	28	6,073,988	911,098	1,069,551	17.7
31	Kansas	24	4,429,432	664,415	985,640	18.7
32	Nebraska	9	3,227,574	484,136	725,078	18.7
33	Oregon	1	1,201,821	180,273	331,275	24.5
34	California	1	909,235	136,385	186,436	24.5
35	Montana	4	850,375	127,556	136,117	18.7
36	Idaho	1	184,671	27,701	30,586	18.7
37	Wyoming	1	107,772	16,166	18,239	18.7
38	Utah	2	811,900	121,785	55,711	9.4
39	Colorado	6	2,581,561	387,234	674,373	9.4
40	New Mexico	1	225,906	33,886	28,922	17.2
	Total	1,669	506,713,150	76,006,973	97,765,876	18.1

Table of the state of the lawful money reserve—Continued.

	Cities of redemption.	Number of banks.	Liabilities to be protected by reserve.	Reserve required: 25 per cent. of liabilities.	Reserve held.	Percent of reserve to liabilities.
1	Boston	49	\$74,735,681	\$18,683,920	\$18,768,516	24.5
2	Albany	7	10,611,162	2,652,791	3,447,125	24.5
3	Philadelphia	20	50,117,037	12,529,259	13,417,564	24.5
4	Pittsburgh	16	16,689,278	4,172,319	4,142,534	24.5
5	Baltimore	14	20,737,270	5,184,318	5,504,949	24.5
6	Washington	4	3,067,151	766,788	688,913	24.5
7	New Orleans	9	9,717,597	2,429,399	2,174,312	24.5
8	Louisville	5	2,460,974	615,243	617,001	24.5
9	Cincinnati	5	11,364,760	2,841,190	3,285,432	24.5
10	Cleveland	6	7,069,312	1,767,328	1,963,729	24.5
11	Chicago	19	30,586,912	7,646,724	8,327,506	24.5
12	Detroit	3	4,746,734	1,186,683	1,222,519	24.5
13	Milwaukee	4	3,213,015	803,254	951,066	24.5
14	Saint Louis	8	8,346,919	2,086,730	1,554,922	24.5
		178	253,463,802	63,365,950	66,136,142	24.5
15	New York City	50	186,105,072	46,526,262	45,394,532	24.4
16	San Francisco	2	3,780,431	945,108	621,076	18.4

STATES, as shown by reports of the 3d of October, 1872.

FUNDS AVAILABLE FOR RESERVE.

Specie.	Legal tenders.	Clearing-house certificates.	Three per cent. certificates.	U.S. certificates of deposit.	Due from redeeming agents	States and Territories.
\$25,908	\$1,151,159				\$1,166,862	Maine.
8,978	524,288				1,072,460	New Hampshire.
35,577	747,094		\$10,000		1,022,894	Vermont.
140,731	4,461,213		35,000	\$110,000	7,136,384	Massachusetts.
37,304	1,467,464				2,246,963	Rhode Island.
106,711	2,608,391		20,000		3,915,706	Connecticut.
147,407	5,667,034		50,000	110,000	8,588,479	New York.
76,452	2,217,772		10,000		3,754,120	New Jersey.
28,004	4,764,897		45,000		5,125,852	Pennsylvania.
2,943	252,452		30,000		359,193	Delaware.
20,828	463,003				626,260	Maryland.
4,001	122,000				104,793	District of Columbia.
64,597	848,233				583,635	Virginia.
9,970	424,502				449,437	West Virginia.
60,503	304,355				417,822	North Carolina.
10,608	381,162				210,707	South Carolina.
67,964	582,785		50,000		199,831	Georgia.
22,166	207,505				103,448	Alabama.
226,966	171,344				84,319	Texas.
1,857	29,623				16,633	Arkansas.
11,476	559,860				773,839	Kentucky.
33,833	700,691				427,571	Tennessee.
37,908	3,556,811		60,000		3,063,044	Ohio.
46,470	2,578,691		5,000		2,653,506	Indiana.
72,359	2,120,243		10,000		2,321,561	Illinois.
59,917	1,232,941				1,210,823	Michigan.
19,557	662,015				840,500	Wisconsin.
40,870	1,431,626		10,000		959,319	Iowa.
15,796	722,085				826,095	Minnesota.
25,633	538,559				485,359	Missouri.
12,918	424,168				548,554	Kansas.
6,742	267,940				450,396	Nebraska.
106,464	65,901				158,910	Oregon.
196,436						California.
9,551	94,528				32,038	Montana.
9,656	20,940					Idaho.
133	14,330				3,796	Wyoming.
2,069	51,966				1,656	Utah.
93,458	239,191				341,726	Colorado.
1,371	18,622				18,929	New Mexico.
1,950,142	42,717,294		335,000	220,000	52,543,440	

CITIES, as shown by reports of the 3d of October, 1872.

FUNDS AVAILABLE FOR RESERVE.

Specie.	Legal tenders.	Clearing-house certificates.	Three per cent. certificates.	U. S. certificates of deposit.	Due from redeeming agents.	Cities of redemption.
\$44,592	\$2,098,422	\$135,000	\$300,000	\$265,000	\$8,765,502	Boston.
7,552	1,167,174		30,000	200,000	2,042,099	Albany.
124,314	5,868,621	2,760,000	260,000	70,000	4,334,640	Philadelphia.
33,137	2,574,576				1,534,821	Pittsburgh.
44,378	2,387,494	152,000	30,000		2,851,077	Baltimore.
24,614	349,687			100,000	214,612	Washington.
73,369	1,304,493				796,450	New Orleans.
647	402,175				214,179	Louisville.
8,139	1,766,784				1,510,518	Cincinnati.
3,305	1,085,000				875,424	Cleveland.
137,349	5,294,822		25,000		2,870,335	Chicago.
1,509	641,968				638,962	Detroit.
2,834	401,668				546,544	Milwaukee.
24,030	962,471				978,401	Saint Louis.
1,330,140	32,305,375	3,047,000	645,000	635,000	28,173,633	
6,375,347	27,004,485	5,585,000	575,000	5,855,000		New York City
574,126	46,950					San Francisco.

Table of the state of the lawful money reserve of the national banks of the United States at condition made to the

STATES AND

Dates.	Number of banks.	Circulation and deposits.	Reserve required.	Reserve held.	Ratio of reserve to circulation and deposits.
Jan. 6, 1868.	1,418	\$405,322,366	\$60,798,353	\$36,873,050	Per cent 61.1
April 6, 1868.	1,418	412,251,361	61,837,703	94,143,672	153.6
July 6, 1868.	1,414	419,787,829	62,968,177	100,782,530	161.6
Oct. 5, 1868.	1,422	414,776,424	62,216,475	95,252,444	153.2
Jan. 4, 1869.	1,408	406,152,844	60,919,326	92,999,217	152.7
April 17, 1869.	1,400	394,615,851	59,192,376	82,523,406	137.7
June 12, 1869.	1,400	395,378,414	59,306,761	85,673,334	144.4
Oct. 9, 1869.	1,398	394,376,119	59,156,419	80,965,644	136.8
Jan. 22, 1870.	1,396	399,041,348	59,856,202	93,426,464	156.1
Mar. 24, 1870.	1,397	403,873,222	61,580,977	92,363,755	150.0
June 9, 1870.	1,396	406,140,873	60,921,131	92,037,332	151.2
Oct. 8, 1870.	1,400	404,337,512	60,650,626	84,777,956	139.8
Dec. 28, 1870.	1,430	406,311,675	60,946,750	85,721,380	140.6
Mar. 18, 1871.	1,465	423,793,830	63,569,073	85,615,960	134.8
April 29, 1871.	1,484	436,412,072	65,461,811	92,699,874	141.6
June 10, 1871.	1,497	443,155,183	66,473,276	101,706,605	153.0
Oct. 2, 1871.	1,536	467,619,031	70,142,854	98,946,184	141.2
Dec. 16, 1871.	1,564	460,710,213	69,106,532	91,725,626	132.8
Feb. 27, 1872.	1,586	481,506,936	72,226,040	102,275,001	141.6
April 19, 1872.	1,616	484,854,125	72,728,118	98,012,845	134.8
June 10, 1872.	1,626	480,608,432	73,591,264	101,821,660	137.8
Oct. 3, 1872.	1,689	506,713,150	76,006,972	97,765,8	128.6

NOTE.—The reserve which the banks in the States and Territories are required to

REDEMPTION

Dates.	Number of banks.	Circulation and deposits.	Reserve required.	Reserve held.	Ratio of reserve to circulation and deposits.
Jan. 6, 1868.	224	\$439,653,338	\$109,913,335	\$146,041,724	Per cent 132.8
April 6, 1868.	225	429,044,029	107,271,231	130,114,347	121.3
July 6, 1868.	225	493,814,023	123,453,505	160,352,040	130.0
Oct. 5, 1868.	223	440,170,650	110,042,664	132,227,386	120.2
Jan. 4, 1869.	220	428,310,661	107,077,665	149,329,761	139.4
April 17, 1869.	220	400,006,281	100,001,571	115,570,442	115.6
June 12, 1869.	219	425,263,320	106,315,832	125,468,496	118.0
Oct. 9, 1869.	219	403,632,332	100,908,081	127,256,686	125.8
Jan. 22, 1870.	218	447,831,836	111,957,959	155,824,994	139.2
Mar. 24, 1870.	218	445,759,265	111,439,813	143,139,799	128.3
June 9, 1870.	216	460,166,341	115,041,592	150,572,350	130.8
Oct. 8, 1870.	215	409,060,815	102,265,204	118,623,295	116.0
Dec. 28, 1870.	218	420,796,417	105,199,105	122,816,297	116.7
Mar. 18, 1871.	223	466,973,869	116,743,467	138,772,968	118.9
April 29, 1871.	225	476,104,667	119,026,015	144,408,917	121.3
June 10, 1871.	226	510,018,734	127,504,683	159,622,886	125.2
Oct. 2, 1871.	230	484,634,132	121,154,533	134,463,457	110.9
Dec. 16, 1871.	236	456,721,899	114,180,474	126,016,394	109.5
Feb. 27, 1872.	225	470,889,271	117,722,318	126,440,065	107.4
April 19, 1872.	227	460,754,376	115,188,504	124,949,109	108.4
June 10, 1872.	227	499,398,310	124,849,574	144,672,281	116.3
Oct. 3, 1872.	230	443,349,305	110,837,326	112,132,456	101.2

NOTE.—The reserve which the banks in the redemption cities above are required to

various dates, from January 6, 1868, to October 3, 1872, as shown by the reports of their Comptroller of the Currency.

TERRITORIES.

Funds available for reserve.

Specie.	Legal-tenders.	Compound-interest notes.	Clearing-house certificates.	Three per cent. certificates.	Due from redeeming agents.	United States certificates of deposit.
\$2,365,221	\$36,132,801	\$12,933,550		\$1,440,000	\$43,795,478	
1,804,017	34,735,709	11,806,040		2,905,000	42,892,915	
2,058,989	36,247,168	6,478,600		4,265,000	51,732,763	
1,781,317	39,034,570	2,131,020		5,245,000	47,060,541	
2,519,665	40,724,681			4,815,000	44,639,871	
1,705,877	37,213,372			4,595,000	39,009,157	
1,897,541	36,232,475			4,235,000	43,668,318	
1,573,300	36,215,334			3,795,000	39,382,014	
3,146,141	36,855,868			3,370,000	50,054,459	
3,329,055	35,659,362			3,265,000	50,130,338	
2,912,275	36,992,740			3,115,000	49,017,317	
2,357,856	35,465,915			2,890,000	44,064,185	
2,359,126	36,842,257			2,545,000	43,977,006	
2,420,987	35,589,817			2,245,000	55,360,156	
2,504,655	38,506,924			2,040,000	55,647,695	
2,032,371	38,481,550			1,885,000	59,307,684	
1,814,927	40,139,433			1,355,000	55,636,824	
2,043,411	39,380,993			1,060,000	49,244,222	
2,716,771	39,792,119			810,000	58,856,111	
2,600,614	42,485,632			690,000	52,236,599	
1,890,232	41,495,581			605,000	57,890,847	
1,950,142	42,717,294			335,000	52,543,440	\$220,000

keep is 15 per centum of the aggregate amount of their circulation and deposits.

CITIES.

Funds available for reserve.

Specie.	Legal-tenders.	Compound-interest notes.	Clearing-house certificates.	Three per cent. certificates.	Due from redeeming agents.	United States certificates of deposit.
\$15,339,758	\$78,167,690	\$27,063,480		\$6,805,000	\$18,466,810	
13,575,641	49,654,519	27,111,450		21,350,000	18,456,737	
18,696,932	65,918,332	19,994,620		40,640,000	24,101,596	
9,636,044	53,418,905	2,362,710		53,835,000	19,904,737	
24,458,946	47,514,619			47,260,000	21,087,196	
6,768,936	47,661,789			46,595,000	18,545,927	
15,882,535	47,601,644			45,880,000	19,304,317	
29,415,157	47,503,961			42,050,000	17,287,548	
44,005,229	49,256,634		\$17,956,000	24,090,000	21,587,027	
32,703,289	44,730,616		19,881,000	22,530,000	23,304,753	
27,623,254	53,718,011		21,403,000	29,810,000	25,618,085	
12,108,149	41,737,662		19,136,000	32,440,000	22,211,484	
19,949,751	41,680,488		20,498,000	20,560,000	20,828,058	
19,516,341	53,253,532		20,589,000	16,955,000	28,449,035	
15,788,996	65,066,031		21,581,572	13,080,000	29,413,318	
14,171,225	61,923,110		19,248,000	11,290,000	33,061,561	
20,228,739	66,848,233		20,322,070	5,825,000	31,241,785	
23,273,114	58,653,689		16,633,026	5,635,000	28,741,375	
19,504,567	55,118,281		16,195,000	4,930,000	30,692,217	
17,142,870	60,523,823		13,909,000	3,190,000	29,883,416	
18,046,028	77,001,259		12,092,577	2,805,000	33,733,421	
8,279,613	58,356,810		8,632,000	1,220,000	28,173,633	\$6,490,000

keep is 25 per centum of the aggregate amount of their circulation and deposits.

INTEREST LAWS OF RHODE ISLAND, MASSACHUSETTS, AND CONNECTICUT.

RHODE ISLAND.

AN ACT in relation to interest.

Be it enacted, &c., as follows :

SECTION 1. Interest in rendition of judgments, and in all business transactions where interest is secured or paid, shall be computed at the rate of six dollars on a hundred dollars for one year, *unless a different rate is expressly stipulated.*

SEC. 2. All acts or parts of acts inconsistent herewith are hereby repealed.

Approved March 17, 1865.

MASSACHUSETTS.

AN ACT concerning the rate of interest.

Be it enacted, &c., as follows :

SECTION 1. When there is no agreement for a different rate of interest of money, the same shall continue to be at the rate of six dollars upon one hundred dollars for a year, and at the same rate for a greater or less sum, and for a longer or shorter time.

SEC. 2. It shall be lawful to contract to pay or reserve discount at any rate, and to contract for payment and receipt of any rate of interest : *Provided, however,* That no greater rate of interest than six per centum per annum shall be recovered in any action, except when the agreement to pay such greater rate of interest is in writing.

SEC. 3. Sections three, four, and five of chapter fifty-three of the General Statutes, and all acts and parts of acts inconsistent herewith, are hereby repealed.

SEC. 4. This act shall not affect any existing contract or action pending, or existing right of action, and shall take effect on the first day of July next.

Approved March 6, 1867.

CONNECTICUT.

AN ACT concerning the rate of interest.

Be it enacted, &c., as follows :

SECTION 1. When there is no agreement for a different rate of interest of money, the same shall be at the rate of six dollars upon one hundred dollars for one year, and at the same rate for a greater or less sum, and for a longer or shorter time.

SEC. 2. It shall be lawful to contract or pay or reserve any discount at any rate, and to contract for payment and receipt of any rate of interest : *Provided, however,* That no greater rate of interest than six per centum per annum shall be recovered in any action, except when the agreement to pay such greater rate of interest is in writing.

SEC. 3. That the first, second, third, and fourth sections of an act entitled "An act to restrain the taking of usury," and all acts inconsistent herewith, are hereby repealed.

SEC. 4. This act shall not affect any existing contract or suit now pending.

Approved July 2, 1872.

Names and compensation of officers and clerks in the office of the Comptroller of the Currency.

Name.	Class.	Salary.
COMPTROLLER.		
Jno. Jay Knox		\$5,000
DEPUTY COMPTROLLER.		
John S. Langworthy		2,500
CLERKS.		
J. Franklin Bates	Fourth class	1,800
Edward Wolcott	do.	1,800
John D. Patton, jr.	do.	1,800
George W. Martin	do.	1,800
John W. Magruder	do.	1,800
John W. Griffin	do.	1,800
John Burroughs	do.	1,800
Charles A. Jewett	do.	1,800
Edward S. Peck	do.	1,800
George H. Wood	do.	1,800
Charles H. Norton	do.	1,800
Edward Myers	Third class	1,600
Fernando C. Cate	do.	1,600
William H. Milstead	do.	1,600
Frank A. Miller	do.	1,600
John A. Kayser	do.	1,600
Albert A. Miller	do.	1,600
C. Burr Vickery	do.	1,600
Charles H. Cherry	do.	1,600
F. A. Simkins	do.	1,600
George Wallace, jr.	do.	1,600
Wasson W. Eldridge	do.	1,600
Leonard Whitney	do.	1,600
Theodore O. Elhangh	do.	1,600
William A. Page	Second class	1,400
John Joy Edson	do.	1,400
Charles Scott	do.	1,400
William Cruikshank	do.	1,400
R. T. J. Falconer	do.	1,400
William D. Swan	do.	1,400
William Sinclair	do.	1,400
Nathaniel O. Chapman	do.	1,400
Miss Francis R. Sprague	do.	1,400
Alanson T. Kinney	do.	1,400
John J. Patton	First class	1,200
Phillip T. Snowden	do.	1,200
Isaac C. Miller	do.	1,200
Walter Taylor	do.	1,200
William B. Greene	do.	1,200
Edw. W. Moore	do.	1,200
John J. Sanborn	do.	1,200
William H. Glascott	do.	1,200
James C. Bayles	do.	1,200
Mrs. Mary L. McCormick	Female clerk	900
Mrs. Sarah F. Fitzgerald	do.	900
Mrs. Etha E. Poole	do.	900
Mrs. Sophy C. Harrison	do.	900
Mrs. Fayette C. Shead	do.	900
Mrs. Maria L. Sturgis	do.	900
Mrs. Maggie B. Miller	do.	900
Mrs. C. F. B. Stevens	do.	900
Mrs. Julia R. Donoho	do.	900
Miss Celia N. French	do.	900
Miss Louise W. Knowlton	do.	900
Miss Anna W. Story	do.	900
Miss Christina Hinds	do.	900
Miss Maggie L. Simpson	do.	900
Miss Eliza R. Hyde	do.	900
Miss Clara J. Fenno	do.	900
Miss Eliza M. Barker	do.	900
Miss Amelia P. Stockdale	do.	900
Miss Love L. Bursley	do.	900
Miss Harriet M. Black	do.	900
Miss Margaret E. Gooding	do.	900
Miss Julia Greer	do.	900
Miss Lizzie Henry	do.	900
Miss Augusta Fox	do.	900
Miss Margaret L. Browne	do.	900
Miss Alice M. Kennedy	do.	900

Names and compensation of officers and clerks, &c.—Continued.

Name.	Class.	Salary.
Miss Nellie M. Fletcher	Female clerk	\$40
Miss Gertrude A. Massey	do	40
Miss Maggie B. Wilson	do	30
Edmund E. Schreiner	Messenger	25
Harry R. Hughes	do	25
J. E. De Saules	do	20
Charles B. Hinckley	Assistant messenger	20
Philo Burr	Watchman	15
William J. Martin	do	15
Henry Saunders	Laborer	10
Charles McTaylor	do	10
R. Le Roy Livingston	do	10
James D. Burke	do	10

Expenses of the office of the Comptroller of the Currency for the fiscal year ended June 30, 1872.

For special dies, plates, paper, printing, &c.	\$72,633 72
For salaries	103,140 00
Total	<u>175,773 72</u>

The contingent expenses of the office were paid out of the general appropriation for contingent expenses of the Treasury Department, and as separate accounts are not kept for the different Bureaus, the amount cannot be stated.

REPORT OF THE FIRST COMPTROLLER.

REPORT OF THE FIRST COMPTROLLER OF THE TREASURY.

TREASURY DEPARTMENT,
First Comptroller's Office, October 24, 1872.

SIR: I have the honor to submit the following report of the operations of this office during the fiscal year ended June 30, 1872.

Number of warrants examined, countersigned, entered upon blotters, and posted in ledgers, viz:

Treasury, proper.....	1, 825
Public debt.....	247
Quarterly salary.....	1, 737
Diplomatic.....	2, 333
Customs.....	4, 327
Internal revenue.....	6, 008
Judiciary.....	1, 642
War, civil.....	60
War, pay.....	3, 756
War, repay.....	761
Navy, pay.....	1, 376
Navy, repay.....	197
Interior, civil.....	1, 801
Interior, pay.....	1, 874
Interior, repay.....	112
Appropriation.....	105
Internal revenue, (covering).....	3, 791
Customs, (covering).....	1, 359
Land, (covering).....	640
Miscellaneous, (covering).....	5, 831

Number of accounts received from the First and Fifth Auditors of the Treasury, and Commissioner of the General Land-Office, revised and certified, viz:

Judiciary, embracing the accounts of United States marshals for their fees and for the expenses of the United States courts, of the United States district attorneys, and of the commissioners and clerks of United States courts	1, 927
Diplomatic and consular, embracing the accounts arising from our intercourse with foreign nations, expenses of consuls for sick and disabled seamen, and of our commercial agents in foreign countries	1, 983
Public lands, embracing the accounts of the registers and receivers of land-offices, and surveyors-general and their deputies, and of lands erroneously sold.....	2, 289
Steamboats, embracing accounts for the expenses of the inspection of steam-boats and salaries of inspectors	1, 458
Mint and its branches, embracing accounts of gold, silver, and cent coinage, of bullion, of salaries of the officers, and of the expenses.....	119
Public debt, embracing the accounts of the United States Treasurer, and the accounts of the assistant treasurers for the redemption of United States stocks and notes, and for payment of interest on the public debt.....	488
Public printing, embracing accounts for printing, for paper, and for binding..	102
Territorial, embracing accounts for the legislative expenses of the several Territories, and the incidental expenses of their government.....	286

Congressional, embracing accounts for contingent expenses and other expenses of the United States Senate and House of Representatives	132
Internal-revenue collectors' accounts of the revenue collected, the expenses of collecting the same, their own compensation, and the expenses of their offices	3,271
Internal-revenue assessors' accounts for the expenses of levying the taxes, and for their own compensation	97
Internal-revenue stamp agents' accounts for the sale of stamps	1,155
Internal-revenue miscellaneous accounts for salaries of supervisors, surveyors, detectives, &c.	1,217
Other miscellaneous accounts, embracing accounts for the contingent expenses of all Executive Departments at Washington, salaries of judges, marshals, district attorneys, &c., &c.	2,046
Number of letters written on official business	11,022
Number of receipts given by collectors for tax-lists examined, registered, and filed	3,027
Number of requisitions examined, entered, and reported, viz :	
Diplomatic and consular	750
Collectors of internal revenue	2,222
Marshals	26

In addition to that specified in the foregoing items, a large amount of other work has been done in the examination, registering, and filing of official bonds; the examination and approval of bonds of indemnity; the examination and decision of application for the re-issue of securities in place of those lost or destroyed, and of conflicting claims to Government securities, and the examination and approval of all powers of attorney for the collection of interest and the collection of moneys from the Department.

The accounts of receipts and disbursements kept in this office correspond with those of the Secretary and of the Register, and therefore need not be repeated in this report.

The business of the office continues to be quite as large as formerly, and requires that the force of the office now authorized should be continued.

The aggregate of the items stated in this report is 3,771 greater than that of similar items in the report of last year.

Respectfully submitted.

R. W. TAYLER,
Comptroller.

Hon. GEO. S. BOUTWELL,
Secretary of the Treasury.

REPORT OF THE SECOND COMPTROLLER.

REPORT

OF

THE SECOND COMPTROLLER OF THE TREASURY.

TREASURY DEPARTMENT,
Second Comptroller's Office, October 26, 1872.

SIR: I have the honor to submit the following detailed statement of the business operations of this office for the fiscal year ending June 30, 1872:

The aggregate number of accounts of disbursing officers and agents which have been received, as well as those which have been finally adjusted, is as follows:

	Received.	Revised.	Amount.
From the Second Auditor	5, 176	4, 450	\$176, 299, 896 64
From the Third Auditor	3, 285	2, 810	170, 955, 764 76
From the Fourth Auditor	452	443	23, 689, 462 00
Total	8, 913	7, 703	370, 945, 123 40

The above accounts have been duly entered, revised, and the balances found thereon certified to the Secretary of the Department in which the expenditure has been incurred, viz, those from the Second and Third Auditors to the Secretary of War, (excepting the accounts of Indian agents, which are certified to the Secretary of the Interior,) and those from the Fourth Auditor to the Secretary of the Navy.

Character of accounts.	Received.	Revised.	Amount.
FROM THE SECOND AUDITOR.			
Embracing accounts of disbursing officers of the War Department for collecting, organizing, and drilling volunteers.	46	42	\$751, 448 04
Paymasters' accounts for the pay of officers and the pay and rations of soldiers of the Army.	2, 516	1, 794	132, 789, 140 83
Special and referred accounts	730	730	10, 051, 429 79
Accounts of Army recruiting officers for clothing, equipments, and bounty to recruits, &c.	126	129	262, 287 14
Finance, embracing the accounts of disbursing officers of the Ordnance Department, for arsenals, armories, armaments, for fortifications, arming militia, &c.	102	102	4, 742, 448 61
Indian Department: Accounts of Indian agents, including the pay of Indian annuities, presents to Indians, expenses of holding treaties, pay of interpreters, pay of Indian agents, &c., and the settlement of personal claims for miscellaneous services of agents and others in connection with Indian affairs.	1, 097	1, 094	24, 042, 904 00
Medical and hospital accounts, including the purchase of medicines, drugs, surgical instruments, hospital stores, the claims of private physicians for services, and surgeons employed under contract.	422	422	429, 816 64
Contingent expenses of the War Department, including expenses for military convicts, secret service, &c.	82	82	235, 729 40

Character of accounts.	Received.	Revised.	Amount.
FROM THE SECOND AUDITOR—Continued.			
Freedmen's Bureau: Pay and bounty.....	12	12	\$2,143 74
Soldiers' Home.....	31	31	432 14
National Volunteer Asylum.....	12	12	417 19
Total.....	5,176	4,450	176,299 98
FROM THE THIRD AUDITOR.			
Quartermaster's accounts for transportation of the Army, and the transportation of all descriptions of Army supplies and ordnance, and for the settlement of personal claims for services in the Quartermaster's Department.	1,637	1,144	\$125,380 70
Commissaries' accounts for rations or subsistence of the Army, and for the settlement of personal claims for services in the Commissary Department.	1,323	1,372	7,015 16
Accounts of pension agents for the payment of military pensions, including the entries of the monthly reports of new pensioners added to the rolls, and the statements from the Commissioner of Pensions respecting the changes arising from deaths, transfers, &c., and for pension claims presented for adjustment.	232	190	34,327 98
Accounts of the Engineer Department for military surveys, the construction of fortifications, for river and harbor surveys and improvements.	72	72	2,670 41
Accounts for the relief of freedmen and refugees.....	32	32	1,561 60
Total.....	3,295	2,810	170,955 84
FROM THE FOURTH AUDITOR.			
Marine Corps accounts: 1st, quartermasters of the Marine Corps, embracing accounts for the expenses of officers' quarters, fuel, forage for horses, attendance on courts-martial and courts of inquiry, transportation of officers and marines, supplies of provisions, clothing, medical stores and military stores, for barracks, and all incidental supplies for marines on shore; 2d, accounts of paymasters of the Marine Corps for pay of the officers and the pay and rations of the marines.	4	4	\$224 74
Paymasters of the Navy: Accounts for the pay and rations of officers and crew of the ship, supplies of provisions, of clothing, and repairs of vessels on foreign stations.	277	274	5,424 10
Paymasters at navy-yards: Accounts for the pay of officers on duty at navy-yards, or on leave of absence, and the pay of mechanics and laborers on the various works.	110	106	10,040 24
Paymasters acting as navy-agents: Accounts for their advances to paymasters, purchases of timber, provisions, clothing, and naval stores.	40	39	7,391 98
Navy pension-agents' accounts for the payment of pensions of officers and seamen, &c., of the Navy, and officers and privates of the Marine Corps.	21	20	341 17
Total.....	452	443	23,402 23
Naval prize-lists.....	28	28	
CLAIMS REVISED DURING THE YEAR.			
Soldiers' pay and bounty.....	8,419	8,905	\$1,292 70
Sailors' pay and bounty.....	2,572	2,391	40 12
Prize-money.....	1,252	1,252	110 00
Quartermaster's stores, under the act of July 4, 1864; property lost, or destroyed, or captured, &c., under the act of March 3, 1849; rent of buildings and land for the use of the Army, and for other miscellaneous military claims against the War Department.	2,330	2,258	1,075 30
Oregon and Washington Territory war claims.....	38	30	12 17
Claims of States for enrolling, subsisting, clothing, supplying, arming, equipping, paying, and transporting their troops in defense of the United States.	3	3	239 44
Subsistence.....	259	259	92 22
Total.....	15,132	14,665	3,904 22
Referred cases.....	2,740	2,740	

Settlements for the fiscal year ending June 30, 1872..... \$7 75
Accounts on hand at the commencement of the fiscal year, July 1, 1871..... 1 00
Accounts on hand at the close of the fiscal year, June 30, 1872..... 2 24
Letters written on official business..... 25

Number of requisitions recorded during the year.

Requisitions.	War.	Navy.	Interior.
Accountable	1, 162	1, 113	941
Refunding	819	980	118
Settlement	2, 450	251	963
Transfer	284	24	60
Total	4, 724	1, 648	2, 082

Number of contracts, classified as follows :

Quartermaster's Department	502
Engineer's Department	88
Indian Department	125
Freedmen's Bureau	1
Ordnance	8
Navy Department	152
Adjutant-General	106
Surgeons'	5
Leases	8
Commissary of Subsistence	315
	<u>1, 310</u>
Official bonds filed	<u>68</u>

Respectfully submitted.

J. M. BRODHEAD,
Comptroller.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

REPORT OF THE COMMISSIONER OF CUSTOMS.

REPORT

OF

THE COMMISSIONER OF CUSTOMS.

TREASURY DEPARTMENT,
Office of Commissioner of Customs, September 20, 1872.

SIR: I submit herewith, for your information, a statement of the work performed in this office during the fiscal year ending June 30, 1872:

The number of accounts on hand July 1, 1871	199
The number of accounts received from First Auditor during the year	6,309
	6,508
The number of accounts adjusted during the year	6,230
The number of accounts returned during the year	40
	6,270
The number of accounts on hand June 30, 1872	238

There was paid into the Treasury of the United States from sources the accounts of which are settled in this office—

On account of customs	\$216,370 286 77
On account of fines, penalties, and forfeitures	674,232 77
On account of steamboat inspections	248,416 45
On account of storage, drayage, &c.	461,409 12
On account of marine-hospital tax	319,823 16
On account of fees, &c.	603,808 01
Total	218,677,976 28

And there was paid out of the Treasury—

On account of expenses of collecting the revenue from customs	\$6,950,189 81
On account of refunding excess of deposits	2,557,770 83
On account of debentures	591,240 71
On account of building and maintenance of revenue-cutters	1,064,998 79
On account of public buildings	1,510,911 39
On account of construction and maintenance of lights	3,166,461 93
On account of marine hospitals, relief of sick seamen	421,897 03
On account of distributive shares, fines, penalties, and forfeitures	353,427 42
On account of life-saving stations	55,660 16
On account of captured and abandoned property	34,450 01
On account of miscellaneous accounts	125,247 29
Total	16,832,255 37

The number of estimates received	2,590
The number of requisitions issued	2,472
Amount involved in said requisitions	\$89,365,001 61
The number of letters received	10,110
The number of letters written	11,369
The number of letters recorded	10,975
The number of returns received and examined	4,878
The number of oaths examined and registered	4,274
The number of appointments registered	3,088
The average number of clerks employed	25
The amount involved in this statement	\$245,075,233 26

Very respectfully, your obedient servant,

W. T. HAINES,
Commissioner of Customs.

Hon. GEO. S. BOUTWELL,
Secretary of the Treasury.

Statement of warehouse transactions at the several districts and ports of the United States for the year ending June 30, 1872.

Districts.	WAREHOUSE BONDS.									
	Balance due July 1, 1871.	Warehoused and bonded.	Rewarehoused and bonded.	Constructively warehoused.	Increase of duties ascertained on liquidations.	Withdrawal duty paid.	Withdrawal for transportation.	Withdrawal for exportation.	Allowances and deductions.	Balance of bonds not due.
Albany	\$1,433 69	\$2,570 47	\$652 86	\$122,610 30		\$122,610 30				\$1,796 02
Alexandria		1,538 40		2,891 20		2,891 20				530 35
Amesbury	1,596 95	6,585 32	44,159 32	61,027 13	\$198,493 97	5,994,850 12	\$38,774 00	\$58 74	\$234,003 34	1,932,241 23
Baltimore	2,403 21	42,041 11	1,307 50	93,298 93	75 75	43,497 07	71,987 73	1,694 59	384 03	21,083 16
Batavia Creek	2,132 09	7,286 77	931 14		19 11	3,134 40		1,741 10		5,479 61
Belfast	24,855 74	12,897 08	2,733 20	579 40	29 92	21,082 60				12,031 74
Bangor	29,020 30	12,032 80	3,635 32	51 34		31,307 88		2,475 45		7,946 42
Bath	1,135 25	1,151 70				2,286 95				
Bristol and Warren										
Burlington.										
Burlington.	3,397,555 99	1,034,408 37	19,928 28	21,747 05	2,717 67	790,299 70	17,772 22	39,146 60	76,049 03	3,567,411 10
Burlington, N. J.				644 60		644 60				
Brunswick	50,093 58	22,201 66	490,245 32	73,772 54	166 11	50,200 16			59 53	103,156 61
Brazos de Santiago	98,490 94	537,038 67	532,212 93	123,806 83	4 38	6,381 34	1,028 66	5-1,168 07		
Chicago	91,433 11			104,888 49	161 95	798,331 16	70,633 21	2,472 62	42,069 15	371,187 20
Champaign							104,888 49			
Cuyahoga	9,218 22	29,756 72	30,022 52	15,816 05	57 85	39,550 24	9,439 18	332 00	627 17	35,536 10
Charleston.	26,047 54	29,549 35	1,888 70	3,039 32	447 68	35,685 65	1,563 65	190 00	1,998 34	23,730 45
Castine	2,873 72	2,186 10	607 20		11 41	369 61	144 18	2,070 71	12	2,196 93
Cincinnati	35,545 22	98,740 21	246,065 45	190,063 10	226 76	334,297 62			2,383 78	104,009 67
Cape Vincent				3,519 65						
Cairo				1,575 00		1,575 00				
Corpus Christi	2,533 73	162,946 39	156 10		336 75	6,880 11		151,462 34	4 00	5,625 83
Detroit	8,629 22	10,312 30	21,865 71	303,655 53	225 88	62,618 92	71,771 93	489,372 09	153 05	11,102 74
Delaware			37,516 29			37,576 29				
Dubuque	1,222 94		1,447 12			2,026 90				
Dunhuque	61 88		573 33	116,692 95		116,754 83				643 16
Evansville						2,037 10				573 33
Exile		1,981 10		76 00		2,057 10				
Frenchman's Bay	145 45		638 53	104 37		52 08		599 84		526 43
Fall River									99 06	
Geneseo	1,599 79	133 80	1,002 00	59,518 29	502 85	59,021 18			99 06	1,307 16
Gloucester				11,525 61	57 30	5,282 45			136 13	8,306 67
Gloucester	26,180 56	19,873 56	1,986 81		352 40	2,300 55		37,408 34	928 47	4,113 10
Gloucester town, D. C.	2,674 51	1,379 20	3,321 22	821 82	11 37	4,026 66			403 30	46 05
Groton			40 05							
Habon				272,077 20		3,263 20	108,055 06	100,758 04		
Hatch				1,770 04				922 02		
Hempstead										
Hingham										
Honolulu	2,270 72	1,540 61	25,415 07	25 13	25 13	101,651 35			1,015 80	17,063 43
Madison	9,510 56	20,413 47	25,606 81	350 31	350 31	101,776 86		458 01	339 47	103,663 10
Madison	51 00	490,512 15	1,606 11	3,131 21	1 11	2,007 10	110,000 46		8, 3 5 00	19,387 61
Manila										
Manila										

COMMISSIONER OF CUSTOMS.

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Atlantic City	10, 330 30	1, 054 97	74, 450 30	37 04	45, 051 71	25, 750 95	439 63	27, 561 79
Bacon	1, 522 10	1, 522 10	119, 412 60	9 63	142, 063 41	95, 750 95	11, 835 13	72, 619 53
New Haven	36, 092 71	216, 599 22	4, 781 50	9 74	173, 370 67	169 30	305 06	17, 244 01
New London	90, 490 60	14, 993 01	322 00		43, 608 26	314 13		5, 617 30
Newburyport	2, 815 00	322 00	11, 542 37		134 78	754 90		968 52
New Bedford	23, 014 21	830 74	21, 422 04	2, 233 08	19, 921 19	2, 815 00		6, 880 71
Norfolk and Portsmouth	2, 353 05	28, 795 50	7, 646 33	2, 233 08	94, 822 96	2, 815 00		965, 565 18
Nashville	695, 372 29	67, 433 90	16, 134 84	87, 786 05	40, 393 72	119, 432 26		
New Orleans	1, 693, 141 60	1, 030, 026 42	704 30	1, 277 121 33	1, 278 371 34	151, 375 35		
Newark	5, 962 60	581, 243 85	52, 426 03	3, 318 70	920, 875 85			
New York	9, 618 91	21, 313 88	19, 819 35	67 74	19, 819 35	198 50		
Oswego	62, 790 47	84, 112 65	53, 370 54	251 02	138, 669 95	60 00	1, 113 18	5, 572 50
Owatonna	64, 591 00	541 00	133, 865 07	251 02	19, 819 35	809 21	509 21	75, 990 81
Providence	1, 171, 070 33	874, 694 25	38, 143 30	69, 542 54	1, 301, 650 84	22, 979 24	51 11	930, 307 70
Philadelphia	1, 776 01	16, 126 96	8, 055 20	17, 615 64	4, 072 25	5, 993 31	76, 321 66	930, 689 11
Portland, N. H.	83, 032 60	127, 635 83	8, 773, 622 80	905 67	156, 335 07	8, 861 81	5, 585 72	2, 422 92
Portland and Falmouth	642 46	6, 511 23	1, 263 13	9 143 96	323, 085 79	34, 111 90	34, 111 90	2, 723 92
Petersburg	7, 316 94	17, 363 42	3, 317 82	8 783 42	3, 512 82	1, 699 99	1, 699 99	10, 249 99
Pittsburgh	705 08	16, 264 53	78, 876 95	22 82	84, 913 63	347 96	347 96	12, 252 19
Puerto Mont			76, 679 43			1, 104 70		
Reeth Amboy			76, 679 43			76, 679 43		
Quincy	3, 072 25	56, 965 41	20, 465 83	70 08	71, 347 64	241 24	241 24	21, 631 19
San Francisco	322 25	10, 054 31	1, 457 44		31, 848 45	506 52		
Salem and Beverly	9, 924 54	20, 187 41	6, 361 39		10, 614 50	3, 576 02	40 46	5, 621 09
Savannah	135, 746 24	545, 942 53	1, 147, 138 20	2, 835 31	17, 123 54	4, 962 59	3, 815 99	20, 386 62
St. Louis	1, 428 65	359 31	2, 450 68	1, 210 27	1, 623, 423 19	10, 133 73	10, 133 73	154, 822 13
Salina			15, 686 30	81 63	1, 707 30	694 24	694 24	33, 359 31
Sandusky			15, 686 30		15, 686 30	1, 176 91		
St. John's	153 50	42 66	87 50		87 50			138 66
Superior	19, 289 74	100, 214 92	7, 470 56		112, 993 95	1, 035 87	1, 035 87	26, 223 66
Texas	2, 218 30	7, 059 50	8, 251 46	436 63	699 40	442, 734 72	1, 970 20	115 56
Vermont	190 52	345 76	794, 340 47	72 02	6, 566 87	251 61		
Wiscasset			439 43	16 91	196 02			
Waldborough			20, 529 21	439 43	439 43			
Williamette	12, 621 18	44, 520 99	6, 656 67	124 29	65, 607 20	2, 021 18	720 94	15, 060 44
Total	8, 057, 004 51	12, 922, 724 08	2, 668, 499 53	703, 668 32	14, 815, 973 32	5, 701, 187 53	621, 584 89	8, 821, 344 91

* For July, 1871.

1871. † To February, 1872.

§ No return.

||| To November 30, 1871.

¶ To March 31, 1872.

Albany and	19,353 36	9,631 97	74,449 30	35,011	55,051 31	946 34	25,370 25	439 05	27,564 70
Albany and	1,952 10	1,952 10	1,952 10	9 63	132,065 44	1,654 187 55	160 30		11,555 13
New Haven	36,992 71	4,751 50	1,651,317 65	9 51	173,370 67	11,364 76	709 83	305 06	72,612 85
New London	56,204 09		11,512 57		13,682 36	5,495 06	314 13		18,244 91
Newburyport	14,693 01	522 00	91,422 01		29,664 32	19,921 19	754 00		5,617 30
New Bedford	2,415 00		7,616 33	2,223 08	1,500 85	5,705 90	2,815 00		908 52
Norfolk and Portsmouth	23,034 81	530 71	16,134 84		29,832 26				6,840 71
Norfolk and Portsmouth	2,353 05	28,780 50	16,134 84		40,393 72				965,565 18
New Orleans	895,372 28	67,435 90	1,030,026 42	89,786 05	1,277,121 33	1,279,271 34	119,432 36	151,375 35	
Newark			705 20		705 20				
New York	5,982 60		52,426 65	3,318 70	230,875 85	35,144 50			6,250 75
Oswego	6,618 91	77,119 35	21,313 38	67 74	18,210 31	23,011 19	198 50	1,114 18	5,572 90
Oswego	62,790 47	55,370 54	2,815 68	251 02	138,669 95	19,416 39	60 00	809 21	75,990 81
Pennamoud	841 00	307 70	153,357 97		541 00	131,408 73	22,979 24		930,652 10
Philadelphia	1,171,070 53	874,694 20	165,249 60	69,542 54	1,301,650 84	4,052 25	5,993 31	76,321 66	
Philadelphia, N. H.	1,776 03	16,126 90	8,041 94		17,615 61		461 81		2,432 92
Portsmouth and Falmouth	89,032 60	72,274 80	8,773,622 30	905 67	156,335 07	523,065 79	8,338,332 71	5,565 72	34,111 90
Pennsacola			500 00				500 00		
Petersburgh	648 56	2,321 36	1,583 13		9,143 96				2,723 92
Plymouth	7,346 94	3,517 92	3,517 92	22 82	8,735 42		3,512 86	1,639 99	10,219 99
Pittsburgh	705 08	16,264 53	78,876 95		12,915 63	323 60	1,347 96	347 96	12,222 19
Puget's Sound			1,104 70				1,104 70		
Perry Amboy			76,679 43			76,679 43			
Quincy	14,382 20	56,965 41			71,347 61			241 24	21,631 19
Richmond	3,072 25	15,890 42	20,465 83	70 03	37,848 45	506 22			5,631 09
San Francisco									290,398 62
Salem and Beverly	522 25	10,051 31	1,477 48		10,614 50	3,576 02	40 46	3,815 99	154,822 13
Savannah	9,924 24	20,187 01	6,361 29	2,825 31	17,125 54	1,378 50	4,962 59		359 31
Savannah	135,746 24	515,942 53	1,147,138 20	1,210 27	1,653,492 19			10,133 79	
Savannah	1,428 65	359 31	2,450 66	81 63	1,707 50	385 20	1,176 91	694 24	
Savannah			15,686 30		15,686 30				139 66
Savannah		42 66			27 50				
Savannah			7,470 46		112,992 95	699 40		1,035 87	26,253 66
Superior	19,569 74	12,719 99	8,551 46	436 63	6,566 87	352,448 40	442,734 72	1,970 20	1,115 56
Texas	2,518 50	7,059 50	794,340 47	72 02	6,566 87		251 61		
Vermont	190 92	345 76		16 91	186 02				
Windsor			439 43		439 43				
Windsor			20,529 21	124 29	65,607 20		2,021 18	730 94	15,060 44
Windsor	12,621 18	44,520 99	6,656 67						
Windsor			2,668 49 53	703,668 32	14,875,973 32	5,701,187 53	10,484,370 97	631,584 89	8,821,344 91
Windsor	8,057,004 51	12,952,734 08	2,668 49 53						
Total			16,155,565 18						

• For July, 1871.
† To February, 1872.
‡ To January 31, 1872.
§ No returns.
|| To November 30, 1871.
¶ To March 31, 1872.

* For July, 1871.

† To February, 1872.

To January 31, 1872.

§ No return.

|| To November 30, 1871.

¶ To March 31, 1872.

Statement of warehouse transactions at the several districts and ports of the United States, &c.—Continued.

RECAPITULATION.

Balance due July 1, 1871.....	\$2,057,004 51	Withdrawal duty paid.....	\$14,875,973 32
Warehoused and bonded.....	12,922,734 08	Withdrawal for transportation.....	5,701,187 53
Rewarehoused and bonded.....	2,688,480 53	Withdrawal for exportation.....	10,484,370 97
Constructively warehoused.....	16,155,565 18	Allowances and deficiencies.....	684,584 40
Increase of duties ascertained on liquidation.....	703,668 32	Balance of bonds not due June 30, 1872.....	8,931,344 91
Total.....	40,507,461 62	Total.....	40,507,461 62

OFFICE OF COMMISSIONER OF CUSTOMS, October 28, 1872.

W. T. HAINES, Commissioner.

REPORT OF THE FIRST AUDITOR.

REPORT OF THE FIRST AUDITOR OF THE TREASURY.

TREASURY DEPARTMENT,
First Auditor's Office, October 18, 1872.

SIR: I have the honor to transmit herewith a statement of the business transactions of this Office for the fiscal year ended June 30, 1872:

Accounts adjusted.	Number of accounts.	Amounts.
RECEIPTS.		
Collectors of customs.....	1, 191	\$218, 319, 775 69
Collectors under steamboat act.....	612	235, 615 99
Mints and assay offices.....	102	58, 635, 737 87
Fines, penalties, and forfeitures.....	429	673, 271 61
Wages of seamen forfeited.....	22	1, 675 31
Marine hospital money collected.....	1, 180	312, 874 10
Miscellaneous receipts.....	25	9, 133 48
Official emoluments of collectors, naval officers, and surveyors received.....	918	682, 087 67
Moneys received from captured and abandoned property.....	11	10, 368, 777 72
Treasurer of the United States for moneys received.....	3	622, 925, 702 12
Proceeds of sale of old public buildings.....	18	35, 519 22
	4, 511	912, 200, 147 78
DISBURSEMENTS.		
Expenses of collecting the revenue from customs.....	1, 124	\$7, 297, 937 86
Official emoluments of collectors, naval officers, and surveyors.....	918	2, 473, 577 52
Excess of deposits for unascertained duties.....	111	2, 175, 148 73
Detractions, drawbacks, bounties, and allowances.....	91	765, 409 68
Light-house establishment.....	319	716, 457 88
Marine-hospital service.....	586	427, 574 94
Revenue-cutter disbursements.....	374	965, 703 13
Additional compensation to collectors, naval officers, and surveyors.....	2	401 79
Distribution of fines, penalties, and forfeitures.....	273	622, 084 07
Accounts for duties illegally exacted, fines remitted, judgments satisfied, and net proceeds of unclaimed merchandise paid.....	915	453, 652 65
Judiciary expenses, embracing accounts of United States marshals, district attorneys, commissioners and clerks, rent of court-rooms, support of prisoners, &c.....	2, 275	3, 432, 158 71
Mints and assay offices.....	102	58, 635, 558 48
Territorial accounts.....	96	177, 164 57
Salaries of the civil list paid directly from the Treasury.....	2, 207	734, 344 77
Disbursements on account of captured and abandoned property.....	11	5, 901, 146 76
Defense of suits in relation to captured and abandoned property.....	70	32, 407 05
Treasurer of the United States for general expenditures.....	3	646, 644, 351 64
Salaries and mileage of members of the Senate and House of Representatives.....	3	3, 082, 062 27
Salaries of officers of the Senate.....	8	150, 477 38
Contingent expenses of the Senate.....	31	153, 047 68
Contingent expenses of the House of Representatives.....	43	233, 947 32
Salaries of officers of the House of Representatives.....	4	113, 377 79
Survey of the coast of the United States.....	20	822, 320 25
Redemption of the public debt.....	116	311, 294, 430 77
Payment of interest on the public debt.....	260	120, 033, 455 10
Reimbursement of the Treasurer of the United States for United States demand notes, legal-tender notes, fractional currency, and gold-certificates destroyed by burning.....	71	145, 812, 173 42
Construction of State, War, and Navy Departments.....	11	632, 761 06
Construction of court houses and post-offices.....	140	1, 472, 949 26
Construction of custom-houses.....	320	442, 347 50
Construction of branch mint at San Francisco.....	18	121, 385 55
Construction of branch office at New York.....	5	53, 712 94
Construction of penitentiaries in Territories.....	12	30, 044 69
Construction of light houses.....	564	1, 908, 761 84

Accounts adjusted.	Number of accounts.	Amounts.
DISBURSEMENTS—Continued.		
Construction of heating-apparatus for public buildings	36	2103.19 2
Fuel, lights, and water for public buildings	131	154.16 1
Repairs and preservation of public buildings	240	332.72 2
Furniture and repairs of same	26	86.49 4
Government Hospital for the Insane—for support, extension of buildings, and purchase of land	25	146.430 5
Providence Hospital—for care, support, and medical treatment of transient paupers	12	12.00 0
Maryland Institution for the Blind	2	60.00 0
National Association for Colored Women	1	2.10 0
Humane Society of Massachusetts	3	3.45 0
Columbia Hospital for Women and Lying-in Asylum, and other charities for support, purchase of buildings, &c	4	28.20 4
Public printing and binding	116	2.157.88 0
Supervising and local inspectors of steam-vessels, for traveling and incidental expenses	342	45.71 2
Disbursing-clerks for paying the salaries of the several Departments of the Government at Washington	346	5,362.542 7
Contingent expenses of said Departments	421	1,249.86 2
Expenses of national loan	36	1,751.367 0
Commissioner of Public Buildings and Grounds	220	601.31 0
Commissioner of Agriculture	52	100.63 0
Warehouse and bond accounts	212	
Miscellaneous accounts	1,271	2,632.76 0
Life-saving stations on the Atlantic coast	8	39.22 4
	15,293	1,339,775.62 0

Reports and certificates recorded	12,904
Letters written	2,379
Letters recorded	2,379
Powers of attorney for collecting interest on the public debt registered and filed	5,672
Acknowledgments of accounts written	9,359
Requisitions answered	584
Judiciary emolument accounts registered and filed	584
Total	23,732

Very respectfully, your obedient servant,

D. W. MAHON,

Auditor.

Hon. GEO. S. BOUTWELL,
Secretary of the Treasury.

REPORT OF THE SECOND AUDITOR.

REPORT OF THE SECOND AUDITOR OF THE TREASURY.

TREASURY DEPARTMENT,
Second Auditor's Office, November 1, 1872.

SIR: I have the honor to transmit herewith the annual report of this office for the fiscal year ended June 30, 1872, showing in detail the condition of business in each division at the commencement of the year, its progress during the year, and its condition at the end thereof.

BOOK-KEEPER'S DIVISION.

The following statement shows the amount and nature of the work performed by this division during the year :

Requisitions registered, journalized, and posted.

On what account drawn.	No.	Amount.
DEBIT REQUISITIONS.		
<i>Pay.</i>		
Advances in favor of Pay Department.....	131	\$13,572,343 00
Advances in favor of Adjutant-General's Department.....	55	198,177 86
Advances in favor of Ordnance Department.....	132	1,846,507 51
Advances in favor of Medical Department.....	25	418,050 00
Advances under direction of the Secretary of War.....	5	41,572 79
Advances in favor of Indian Department.....	354	2,964,768 90
Advances under direction of the General of the Army.....	2	5,000 00
Claims paid under appropriations of Pay Department.....	149	25,896 99
Claims paid under appropriations of Adjutant-General's Department.....	14	738 07
Claims paid under appropriations of Ordnance Department.....	16	153,078 47
Claims paid under appropriations of Medical Department.....	236	25,149 39
Claims paid under appropriations in charge of the Secretary of War.....	50	63,519 78
Claims paid under appropriations of Quartermaster's Department.....	1	42 50
Claims paid under appropriations of Indian Department.....	918	3,067,803 92
Claims paid under special acts of relief by Congress.....	5	17,257 92
Payments to Treasurer United States, (internal revenue fund).....	8	4,313 02
Payments to National Asylum for Disabled Volunteer Soldiers.....	14	418,324 19
Payments to Soldiers' Home.....	31	396,863 83
Total payments.....	2,196	23,219,513 14
TRANSFER.		
Requisitions issued for the purpose of adjusting appropriations:		
Transferring amounts from appropriations found to be chargeable to such as are entitled to credit on the books of the Second Auditor's Office.....	32	\$11,319,115 09
Transferring amounts as above to the books of the Third Auditor's Office.....	116	1,484,156 90
Transferring amounts as above to the books of the Fourth Auditor's Office.....	1	150 00
Transferring amounts as above to the books of the Register's Office.....	22	15,554 15
Total transfers.....	171	12,818,926 14
Aggregate debits.....	2,367	\$36,038,439 28
CREDIT REQUISITIONS.		
<i>Deposit.</i>		
In favor of Pay Department.....	118	\$863,704 89
In favor of Ordnance Department.....		1,672,196 37
In favor of Adjutant-General's Department.....		16,665 15
In favor of Medical Department.....		115,897 34
In favor of Quartermaster's Department.....		279 49
In favor of Commanding General's Office.....		590 25
In favor of Indian Department.....	29	230,216 38
Total deposit.....	177	2,689,549 91

Requisitions registered, journalized, and posted—Continued.

On what account drawn.	No.	Amount
<i>Counter.</i>		
Requisitions issued for the purpose of adjusting appropriations:		
Transferring amounts to appropriations entitled to credit from appropriations found to be chargeable on the books of the Second Auditor's Office	31	\$11,319.31
Transferring amounts as above from appropriations on the books of the First Auditor's Office to the books of the Second Auditor's Office	2	98.96
Transferring amounts as above from the books of the Third Auditor's Office to those of the Second Auditor's Office	21	15,700.50
Transferring amounts as above from the books of the Fourth Auditor's Office to those of the Second Auditor's Office	3	212,421.17
Total counter	62	11,551,461.94
Aggregate credits	239	14,251,010.55
Aggregate debits and credits	2,606	50,229,450.50
Deducting the credits from the debits shows the net amount drawn out to be		21,757,422.50

APPROPRIATION WARRANTS.

<i>Credits.</i>		
In favor of appropriations of Pay Department		17,377,649.00
In favor of appropriations of Adjutant-General's Department		125,540.00
In favor of appropriations of Ordnance Department		2,022,404.00
In favor of appropriations of Medical Department		227,000.00
In favor of appropriations in charge of Secretary of War		446,713.75
In favor of appropriations in charge of General of the Army		5,000.00
In favor of appropriations of the Quartermaster's Department		650,000.00
In favor of appropriations of the Indian Department	50	7,436,059.17
Under special acts of relief by Congress	2	14,392.25
Total credits	50	29,371,759.12
<i>Debits.</i>		
Surplus fund warrants	4	25,433,406.71
Total debits	4	25,433,406.71
Aggregate debits and credits	63	53,807,565.83
Excess of credits over debits		2,938,352.41

CONDENSED BALANCE-SHEET OF APPROPRIATIONS.

	War Department.	Indian Department.
<i>Credit.</i>		
Balance to credit of all appropriations on the books of this office June 30, 1871	\$45,784,358.29	\$9,299,310.50
Amount credited by appropriation warrants during fiscal year ended June 30, 1872	20,875,100.11	7,496,600.00
Amount credited by deposit and transfer requisitions during same period	14,007,255.68	243,775.00
Amount credited in Third Auditor's Office to appropriations used in common by both offices	1,993,946.43	
Total	82,660,660.51	17,040,685.50
<i>Debit.</i>		
Amount debited to appropriations by surplus-fund warrants during the fiscal year ended June 30, 1872	21,905,129.40	530,000.00
Amount drawn from appropriations by requisition during same period	28,753,619.34	7,294,000.00
Amount drawn in Third Auditor's Office from appropriations used in common by both offices	2,501,305.61	
Balance remaining to the credit of all appropriations on books of this office June 30, 1872	26,500,606.16	9,214,585.50
Total	82,660,660.51	17,040,685.50

SETTLEMENTS MADE.

During the year the following settlements, of a miscellaneous character, were made by this division :

On what account.	No.	Amount.
Transfer settlements for the adjustment of appropriations	4	\$44, 112, 912 39
Transfer to books of Third Auditor's Office	1	212 47
Total	5	11, 113, 124 86

SETTLEMENTS ENTERED.

Paymasters'	485
Recruiting	141
Ordinance	66
Medical	70
Treasurer United States, internal revenue fund	1
Soldiers' Home	32
National Asylum for Disabled Volunteer Soldiers	12
Charges and credits to officers for overpayments, refundments, &c	315
Arrears of pay	32
Transfers to credit of disbursing officers on books of Third Auditor's Office	65
Transfers to credit of disbursing officers on books of Fourth Auditor's Office	1
Transfer settlements, Second Auditor's Office	4
Special acts of relief	5
Indian	137
Claims—Indians	956
Claims—war	386
Miscellaneous	23
Total	2, 731

Number of certificates given to the Third Auditor's Office and the various divisions of this office	1, 262
Number of letters written	809

PAYMASTER'S DIVISION.

The number of accounts examined and settlements made during the year is 3,531, as follows:

Paymasters' accounts examined and reported to the Second Comptroller	2, 336
Old settlements of paymasters' accounts revised	517
Charges against officers on account of overpayments	38
Charges against officers on account of double payments	178
Credits to officers for overpayments refunded	7
Credits to officers for double payments refunded	52
Draft-rendezvous accounts examined	14
Paymasters' accounts balanced and closed	148
Paymasters' accounts finally adjusted, on which balances remain due the United States	75
Miscellaneous	166
Total	3, 531

The amounts involved in the above are as follows :

Paymasters' accounts	\$131, 057, 413 02
Amount of fines by sentence of courts-martial, forfeitures by desertion, arrears of pay, and bounties disallowed, for the support of the National Asylum for Disabled Volunteer Soldiers, ascertained to be due: first, in the current examination of paymasters' accounts, \$51,129.93; secondly, in a special examination, \$181,969.62; and, thirdly, the examination of draft-rendezvous accounts, commenced May, 1871, \$167,765.34. The amount found due has been paid to the asylum, in accordance with the act of Congress of March 21, 1866, as follows :	

1871.	
July 19.....	\$15 00
August 1.....	24,705 69
September 1.....	10,035 73
October 2.....	8,268 78
November 1.....	2,772 86
November 18.....	596 00
December 2.....	37,142 16
1872.	
January 2.....	23,226 49
February 2.....	27,141 63
March 2.....	71,647 88
April 1.....	27,645 19
May 1.....	93,512 67
June 3.....	36,208 93
June 30.....	37,925 83

\$400,864 29

Amount of fines, forfeitures, &c., for the support of the Soldiers' Home, found to be due in the examination of paymasters' accounts, and paid to said Soldiers' Home in accordance with the act of Congress of March 3, 1859, as follows:

1871	
July 22.....	\$152 33
August 3.....	525 32
September 1.....	2,578 55
October 5.....	3,889 51
November 2.....	5,064 11
November 21.....	10 53
December 2.....	23,392 11
1872.	
January 4.....	44,467 94
February 2.....	51,662 78
March 4.....	93,286 46
April 2.....	72,968 69
May 3.....	58,516 06
June 4.....	33,260 49
June 30.....	76,879 40

466,654 27

Amount credited to the Treasurer of the United States on account of tax on salaries.....

92,029 72

Amount transferred from the appropriation for "pay to the Army" to that for "ordnance, ordnance-stores, and supplies," on account of deductions from the pay of officers and soldiers for ordnance and ordnance-stores, in accordance with Par. 1380, Revised Army Regulations of 1863.....

27,904 41

Amount transferred from the appropriation for "pay of the Army" to the books of the Third Auditor's Office, on account of deductions from the pay of soldiers for tobacco, pursuant to General Orders No. 63, War Department, Adjutant-General's Office, June 11, 1867.....

173,335 35

Amount transferred to the books of the Third Auditor's Office, on account of stoppages against officers for subsistence stores, quartermasters' stores, transportation, &c.....

7,857 47

Amount charged to officers on account of overpayments.....

4,781 86

Amount charged to officers on account of double payments.....

47,346 16

Amount credited to officers for overpayments refunded.....

343 73

Amount credited to officers for double payments refunded.....

2,619 41

Amount deposited by paymasters to close their accounts, being balances due United States on final settlement.....

57,315 46

Amount of balances found due paymasters, and paid them to close accounts.....

17,868 71

Amount paid to civilians under "reconstruction acts".....

2,460 50

Amount of "lost checks" paid, in accordance with the act of February 2, 1872.....

2,047 35

Miscellaneous credits.....

1,827 48

Total.....

132,369,710 12

Accounts of paymasters on hand, June 30, 1871.....	3, 071
Draft-rendezvous accounts on hand, June 30, 1871.....	30
Accounts of paymasters received during the year.....	376
Total	3, 477
Accounts of paymasters audited and reported to the Second Comptroller during the year.....	2, 336
Draft-rendezvous accounts examined and reported.....	14
	2, 350
Accounts of paymasters remaining unexamined, June 30, 1872.....	1, 111
Draft-rendezvous accounts on hand, under examination.....	16
Total number of accounts on hand, June 30, 1872.....	1, 127
Number of letters written.....	29, 593

During the year the accounts of one hundred and forty-eight paymasters were finally settled under the acts of March 16, 1868, and June 23, 1870. In one hundred and four cases balances amounting to \$57,315.46 were found due to the United States, and were collected and turned into the Treasury. In the remaining forty-four cases, balances aggregating \$17,868.74 were found due the paymasters, and were paid to them.

The accounts of seventy-five paymasters were finally settled, on which there is due the United States \$667,031.35, including \$463,712.79, the amount of J. L. Hodge's defalcation.

The accounts of five paymasters have been prepared for suit, involving an indebtedness of \$38,810.62.

MISCELLANEOUS DIVISION.

The following statement shows the number of money-accounts on hand in this division at the commencement of the fiscal year, the number received and settled during the year, and the number remaining unsettled at the close of the year, together with the expenditure embraced in the settlement:

Ordinance, medical, and miscellaneous accounts on hand, June 30, 1871.....	618
Recruiting accounts on hand, June 30, 1871.....	955
Number of accounts received during the year.....	2, 060
Total	3, 633
Number of accounts settled during the year.....	1, 805
Number of accounts remaining unsettled, June 30, 1871.....	1, 828

The amounts involved in the above settlements are as follows:

Ordinance, medical, and miscellaneous:	
Ordinance Department.....	\$626, 096 18
Medical Department.....	484, 891 72
Expended by disbursing officers out of the quartermasters' funds, not chargeable to said funds, but to certain appropriations on the books of this office.....	130, 567 27
Secret-service fund.....	112, 890 40
Expenses of military convicts.....	60, 720 05
Contingencies of the Army.....	30, 734 49
Telegraph-line from Yankton to Fort Sully, Dakota Territory, per act of March 3, 1871.....	16, 000 00
Providing for the comfort of sick and discharged soldiers..	13, 016 24
Bronze equestrian statue of Lieutenant General Winfield Scott.....	10, 000 00

Army Medical Museum and Library.....	\$8,272 97	
Expenses of the Commanding General's Office.....	5,185 92	
Medical and surgical history and statistics.....	1,448 08	
Arming and equipping militia.....	1,273 86	
Contingencies of the Adjutant General's Department.....	1,206 45	
Library of the Surgeon General's Office.....	1,028 58	
Pay of the Army.....	691 75	
Expenses of recruiting.....	233 85	
Medals of honor.....	4 00	
Relief of Alexander J. McMillan, act March 3, 1871.....	1,017 57	
Relief of Mrs. Cecelia Barr, act May 31, 1872.....	1,000 00	
Relief of David L. Wright, act June 10, 1872.....	286 84	
Relief of John E. Wheeler, act April 19, 1871.....	247 74	
Relief of Granville M. Dodge, act May 6, 1870.....	111 00	
		\$1,566,924 96

Regular recruiting :

Expenses of recruiting.....	\$89,292 42	
Bounty to volunteers and regulars.....	5,900 00	
Pay of the Army.....	978 51	
Subsistence of officers.....	652 20	
Medical and Hospital Department.....	139 97	
Pay in lieu of clothing for officers' servants.....	73 41	
		\$96,035 51

Volunteer recruiting :

Collecting, drilling, and organizing volunteers.....	401,302 24	
Bounty to volunteers and regulars.....	152,205 49	
Draft and substitute fund.....	6,633 15	
Medical and Hospital Department.....	77 28	
Ordinance, ordnance stores, &c.....	11 35	
		\$600,229 51

Local bounty :

Pay of two and three years volunteers.....	2,134 75	
--	----------	--

Total.....2,226,325 75

Three hundred and ninety-seven paymasters' accounts were examined for the necessary data as to double payments to officers, and two hundred and twenty-one double payments were discovered and reported. Several clerks have been temporarily withdrawn from this work for the purpose of expediting the examination of the voluminous accounts of General George W. Ballock, late chief disbursing officer of the Freedmen's Bureau.

Total number of letters written, 1,897.

INDIAN DIVISION.

General report of the Indian division for the fiscal year ended June 30, 1871:

Money-accounts of agents on hand June 30, 1871.....	72
Property-accounts of agents on hand June 30, 1871.....	57
Claims on hand June 30, 1871.....	7
Money-accounts of agents received during the year.....	92
Property-accounts received during the year.....	47
Claims received during the year.....	1,090

Total.....3,360

Money-accounts of agents audited during the year.....	65
Property-accounts examined during the year.....	21
Claims settled during the year.....	80

Total.....1,950

Money-accounts of agents on hand June 30, 1872.....	740
Property-accounts of agents on hand June 30, 1872.....	729
Claims on hand June 30, 1872.....	60
Total number of accounts, &c., on hand June 30, 1872.....	1,569
Amount involved in money-accounts audited.....	\$2,243,655 83
Amount involved in claims settled.....	3,108,160 49
Total.....	5,351,816 32
Number of letters written.....	1,421

Transcripts of the accounts of two superintendents of Indian affairs were made during the year, for the purpose of entering suit against them for the recovery of \$29,839.09 due United States.

There was also prepared a report to Congress of receipts and expenditures of the Indian Department during the fiscal year.

PAY AND BOUNTY DIVISION.

The following tabular statements exhibit in detail the operation of the two branches of this division during the year, together with the condition of the business, both at the commencement and close of the year.

EXAMINING BRANCH.

The work performed by the examining branch is shown by the four following tables :

REPORT ON THE FINANCES.

Claims in cases of white soldiers.

Date.	Additional bounty, act July 28, 1866, and amendments.										Arrears of pay and original bounty.									
	Original claims.					Suspended claims.					Original claims.					Suspended claims.				
	Whole number examined.	Number found correct.	Number found incomplete and suspended.	Number rejected.	Number of duplicate applications found.	Whole number examined.	Number completed by additional evidence received.	Number again suspended: additional evidence insufficient.	Number rejected.	Total number of claims examined.	Number found correct.	Number found incomplete and suspended.	Number rejected.	Number of duplicate applications found.	Whole number examined.	Number completed by additional evidence received.	Number again suspended: additional evidence insufficient.	Number rejected.	Total number of claims examined.	Number of letters written.
1871.																				
July.....	9	1	4	4	.....	509	681	412	60	180	29	412	60	109	2,776	310	1,910	556	3,457	4,134
August.....	7	4	.....	.....	3	509	692	377	109	153	48	280	109	136	2,460	310	1,836	314	3,152	3,854
September.....	3	1	1	1	1	509	698	290	40	136	26	280	40	136	2,509	299	1,722	558	2,991	3,371
October.....	7	3	4	.....	.....	.....	474	219	58	122	75	219	58	122	1,485	301	1,058	228	1,959	3,537
November.....	3	.....	.....	.....	.....	.....	675	389	73	108	95	389	73	108	2,202	311	1,556	395	2,937	3,702
December.....	5	.....	5	.....	.....	731	567	372	60	91	44	372	60	91	2,381	349	1,522	510	2,948	3,547
1872.																				
January.....	1	1	1	.....	.....	875	533	297	71	122	43	297	71	122	2,242	357	1,579	306	2,775	3,486
February.....	6	1	4	.....	1	879	520	287	67	140	36	287	67	140	1,966	383	1,477	226	2,446	3,017
March.....	.....	.....	.....	.....	.....	828	540	292	57	156	25	292	57	156	1,956	337	1,416	243	2,496	2,963
April.....	223	39	172	59	.....	1,276	777	457	58	237	45	457	58	237	2,063	342	1,505	316	2,840	3,398
May.....	753	73	444	77	160	1,534	874	462	41	329	24	462	41	329	20,324	280	29,729	253	30,198	2,648
June.....	577	109	285	110	83	1,539	336	33	34	173	33	96	34	173	24,334	201	24,096	47	24,070	1,816
Total.....	1,603	223	921	210	249	10,178	7,151	11,436	728	1,922	521	3,950	728	1,922	75,756	3,359	68,456	3,950	63,909	39,408

Bounty-claims under act of April 22, 1872.

Date.	Original claims.					Suspended claims.				Total number of claims examined.	No. of letters written.
	Whole number examined.	No. found correct.	No. found incomplete and suspended.	No. rejected.	No. of duplicate applications found.	Whole number examined.	No. completed by additional evidence received.	No. again suspended; additional evidence incomplete.	No. rejected.		
1872.											
May	1, 323	143	998	157	25					1, 323	
June	2, 290	511	1, 335	403	41	860	200	599	61	3, 150	3, 929
Total	3, 613	654	2, 333	560	66	860	200	599	61	4, 473	3, 929

Claims in cases of colored soldiers including both arrears of pay and bounties.

Date.	Original claims.					Suspended claims.				Total number of claims examined.	No. of letters written.
	Whole number examined.	No. found correct.	No. found incomplete and suspended.	No. rejected.	No. of duplicate applications found.	Whole number examined.	No. completed by additional evidence received.	No. again suspended; additional evidence incomplete.	No. rejected.		
1871.											
July	406	3	92	131	180	1, 030	189	796	45	1, 436	1, 368
August	259	1	93	7	158	1, 622	175	1, 327	120	1, 881	2, 098
September	143	2	87	6	48	1, 270	132	867	271	1, 413	1, 616
October	152	6	94	5	47	958	144	665	149	1, 110	1, 147
November	100		55	3	42	890	152	615	123	990	1, 074
December	106	2	68	8	28	1, 138	194	839	105	1, 244	1, 353
1872.											
January	134	1	81	2	50	1, 419	130	1, 032	257	1, 553	1, 578
February	124	1	87	2	34	1, 181	142	915	124	1, 305	1, 301
March	137	3	73	8	53	1, 211	119	854	238	1, 348	1, 528
April	126		76	3	47	1, 908	98	989	121	1, 334	1, 349
May	96		59	8	29	1, 054	133	878	43	1, 150	1, 342
June	167	2	90	14	61	856	87	739	30	1, 023	1, 044
Total	1, 950	21	955	197	777	13, 837	1, 695	10, 516	1, 696	15, 787	16, 798

SUMMARY.

Claims in cases of colored soldiers including both arrears of pay and bounty.

Date.	Original claims.					Suspended claims.				Total number of claims examined.	No. of letters written.
	Whole number examined.	No. found correct.	No. found incomplete and suspended.	No. rejected.	No. of duplicate applications found.	Whole number examined.	No. completed by additional evidence received.	No. again suspended; additional evidence incomplete.	No. rejected.		
1871.											
July	1, 096	33	508	195	360	4, 041	573	2, 826	682	5, 137	6, 011
August	958	53	470	116	319	4, 429	551	3, 384	494	5, 387	6, 451
September	682	29	368	46	185	4, 243	442	2, 827	974	4, 871	5, 895
October	633	84	317	63	169	2, 901	429	1, 970	502	3, 534	4, 684
November	776	95	454	76	151	3, 624	557	2, 423	644	4, 400	5, 366
December	678	46	445	68	119	3, 931	618	2, 618	695	4, 609	5, 631
1872.											
January	668	44	379	73	172	4, 163	564	2, 929	670	4, 831	5, 879
February	650	38	378	59	175	3, 743	473	2, 728	542	4, 383	5, 197
March	674	28	366	75	209	3, 776	451	2, 685	640	4, 454	5, 324
April	1, 136	77	625	90	284	3, 771	413	2, 821	537	4, 907	6, 011
May	3, 046	237	1, 983	283	543	30, 659	518	29, 770	371	33, 705	8, 524
June	3, 370	659	1, 806	551	358	34, 739	556	34, 026	157	38, 109	8, 398
Total	14, 317	1, 419	8, 159	1, 695	3, 044	104, 020	6, 105	91, 007	6, 908	118, 337	70, 301

SETTLING BRANCH.

The following tables show the work performed by the settling branch of this division during the year:

Claims in cases of white soldiers.

Date.	Additional bounty, act July 28, 1866.					Arrears of pay, &c., act July 22, 1861.				
	Number of claims.				Amount involved.	Number of claims.				Amount involved.
	Received.	Allowed.	Rejected.	Whole number disposed of.		Received.	Allowed.	Rejected.	Whole number disposed of.	
1871.										
July	9	173	50	223	\$15,990 00	728	281	73	354	\$39,786 00
August	10	83	22	105	14,050 00	672	437	156	593	62,320 00
September	13	108	77	185	13,850 00	840	333	357	690	48,540 00
October	7	119	52	171	14,157 14	628	352	194	546	65,394 00
November	6	105	9	114	13,150 00	479	399	83	462	67,794 00
December	9	94	17	113	12,600 00	485	447	27	474	49,220 00
1872.										
January	7	126	73	199	16,289 60	548	501	73	574	76,088 00
February	13	69	35	104	9,091 84	544	382	80	462	61,457 00
March	9	98	11	109	11,619 93	656	345	119	464	48,580 00
April	1,838	109	6	115	13,400 00	1,173	364	17	361	49,240 00
May	1,052	128	53	181	15,722 12	890	281	20	301	36,640 00
June	475	121	14	135	16,731 80	830	236	55	291	41,570 00
Total	3,448	1,333	421	1,754	166,652 43	8,473	4,358	1,254	5,612	696,400 00

Bounty-claims under act April 22, 1872.

Date.	Number of claims.				Amount involved.
	Received.	Allowed.	Rejected.	Whole number disposed of.	
1872.					
May	*11,163	65	40	105	\$8,900 00
June	577	335	5	340	27,750 00
Total	11,740	400	45	445	36,650 00

* In this number are included 10,306 claims filed prior to the passage of the act of April 22, 1872, but not acted upon.

Claims in cases of colored soldiers, including both arrears of pay and bounties.

Date.	Number of claims.				Amount involved.
	Received.	Allowed.	Rejected.	Whole number disposed of.	
1871.					
July.....	94	221	125	346	\$39,459 55
August.....	90	168	74	242	29,536 47
September.....	103	160	127	287	26,782 55
October.....	70	178	22	200	32,378 60
November.....	29	210	34	244	35,717 70
December.....	55	192	59	251	34,053 76
1872.					
January.....	96	164	5	169	27,113 34
February.....	22	163	12	175	26,464 68
March.....	86	227	3	230	41,116 68
April.....	105	148	12	160	25,490 09
May.....	37	205	13	218	32,709 53
June.....	113	170	20	190	26,839 66
Total.....	1,026	2,206	506	2,712	377,682 61

SUMMARY.

Date.	Number of claims.				Amount involved.	No. of letters written.
	Received.	Allowed.	Rejected.	Total number disposed of.		
1871.						
July.....	831	675	248	923	\$95,195 75	3,790
August.....	772	688	252	940	105,939 41	3,039
September.....	956	601	561	1,162	89,177 48	2,418
October.....	705	649	268	917	111,930 62	2,411
November.....	574	714	126	840	136,661 82	2,352
December.....	549	733	105	838	126,944 48	2,360
1872.						
January.....	651	791	151	942	119,501 71	2,896
February.....	645	614	127	741	97,024 28	2,247
March.....	751	670	133	803	100,775 43	2,506
April.....	3,116	621	35	656	88,136 60	2,431
May.....	13,142	679	126	805	94,274 03	2,760
June.....	1,995	863	94	956	112,598 68	1,488
Total.....	24,687	8,297	2,226	10,523	1,278,160 29	30,700

Consolidated statement showing the operation of the entire division for the fiscal year ended June 30, 1872.

Date.	Number of claims.			Whole number dis- posed of.	Amount involved.	Number of letters written.	Number of certifi- cates issued.
	Received.	Allowed.	Rejected, in- cluding du- plicates.				
1871.							
July.....	831	675	1,485	2,160	\$95,195 75	9,891	26
August.....	772	668	1,181	1,869	105,939 41	9,490	14
September.....	936	601	1,766	2,367	89,177 48	8,313	1
October.....	705	649	1,002	1,651	111,930 62	2,085	1
November.....	574	714	997	1,711	136,661 82	2,718	1
December.....	549	733	987	1,720	126,944 48	7,991	1
1872.							
January.....	651	791	1,066	1,857	119,501 71	8,777	1
February.....	645	614	903	1,517	97,024 28	2,444	1
March.....	751	670	1,037	1,727	100,775 43	2,831	1
April.....	3,116	621	946	1,567	88,136 60	8,442	1
May.....	13,142	679	1,323	2,002	94,274 03	8,254	1
June.....	1,995	862	1,160	2,022	112,568 62	9,216	1
Total.....	24,687	8,297	13,873	22,170	1,273,160 29	101,001	12

In addition to the above there have been made in this division nineteen settlements on account of fines, forfeitures, stoppages, &c., against soldiers of the Regular Army, embracing \$38,673.64, paid to the treasurer of the Soldiers' Home in accordance with the acts of Congress of March 3, 1851, and March 3, 1859, making the total number of settlements 8,316 and the total disbursements \$1,316,833.93.

Number of claims under act July 28, 1866, (white,) on hand June 30, 1871..... 7 34
 Number of claims for arrears of pay and original bounty, (white,) on hand June 30, 1871..... 23 63
 Number of colored claims on hand June 30, 1871..... 5 17

Total number of claims on hand June 30, 1871..... 32 14

Number of claims under act of July 28, 1866, (white,) on hand June 30, 1872... 7 21
 Number of claims for arrears of pay and bounty (white) on hand June 30, 1872..... 19 33
 Number of colored claims on hand June 30, 1872..... 4 17
 Number of bounty-claims under act of April 22, 1872, on hand June 30, 1872... 11 15

Total number of claims on hand June 30, 1872..... 42 06

The following statement shows the condition of the claims on hand:

Number of claims suspended awaiting evidence to be filed by claimants or their attorneys..... 27 85
 Number of claims ready for settlement..... 3 55
 Number of claims unexamined June 30, 1872..... 10 67
 Total..... 42 07

PROPERTY DIVISION.

The following statement shows the progress and condition of business in this division :

Number of property-returns of officers on hand June 30, 1872..... 34 50
 Number of property-returns of officers received during the year:
 Ordnance, ordnance stores, &c. { Regulars..... 96
 Volunteers..... 1,355

Clothing, camp and garrison equipage. {	Regulars.....	4,024	
	Volunteers.....	87	5,562

Total	40,120
Number of returns settled during the year.....	23,265
Number of returns on hand June 30, 1872.....	16,855
Number of certificates of non-indebtedness issued to officers.....	723
Amount charged to officers for property not accounted for.....	\$2,749 63
Number of returns registered.....	5,562
Number of letters written.....	9,332
Number of letters recorded.....	5,077

In addition to the above, 214,410 returns rendered by officers of volunteers in previous years, but not heretofore reported, have been settled under the provisions of the act of Congress approved June 23, 1870.

DIVISION OF INQUIRIES AND REPLIES.

The work performed in the division of inquiries and replies during the year ended June 30, 1872, is as follows:

Number of inquiries on hand unanswered June 30, 1871..... 3,666

Officers making inquiry.	Number received.	Number answered.
Adjutant General	7,048	5,801
Paymaster General	310	309
Quartermaster General	175	174
Commissary General of Subsistence.....	224	224
Commissioner of Pensions.....	1,025	1,039
Third Auditor.....	1,511	1,488
Fourth Auditor.....	18	25
Freedmen's Bureau.....	118	118
Other sources.....	35,376	20,031
Total	45,805	29,309

Number of inquiries on hand June 30, 1872.....	20,162
Rolls and vouchers copied for the Adjutant-General, Paymaster-General, and Department of Justice	1,116
Rolls and vouchers copied for preservation in this office.....	1,719
Rolls and vouchers partially copied and traced for preservation in this office.....	2,891
Signatures verified.....	3,300
Number of letters written.....	22,152

In addition to the work above reported, a large amount of miscellaneous copying has been done, and the general business of the division has quadrupled since the last report.

DIVISION FOR THE INVESTIGATION OF FRAUDS.

During the year 4,697 cases have been under examination, investigation, and prosecution by this division. Abstracts of facts have been prepared in 476 cases, 316 have been finally disposed of, and 148 cases have been prepared for suit and prosecution through the various United States district courts.

The amounts recovered by suit and otherwise are as follows:

Money recovered by draft, certificate of deposit, and current funds, and turned into the Treasury to be credited to the proper appropriations.....	\$6,521 88
Amount recovered from the Freedmen's Bureau and parties implicated in the prosecution of fraudulent colored claims and turned into the Treasury.....	6,049 09

Money unlawfully withheld by claim-agents and secured to the proper claimants by the interposition of this office.....	\$4,945 04
Money recovered as interest.....	1,225 30
Amount of Treasury certificates and checks issued in fraudulent claims recovered and canceled.....	519 69
Money recovered on forged checks and turned over to United States disbursing officers for appropriate credit.....	707 12
Money secured to United States Assistant Treasurer, New York, by reclamation upon the bank through which a forged check was negotiated.....	100 00
Money recovered as fines, but carried to the credit of the judiciary fund....	300 00
Total.....	20,368 33
Amount of bond of indemnity on hand.....	\$1,700 00

There are now under examination and investigation 4,381 cases, involving forgery, fraud, unlawful withholding of money, overpayments, &c., as follows:

Fraudulent and contested claims in cases of white soldiers, in which settlements had been made prior to notice of fraud or receipt of adverse claims.....	1,371
Fraudulent and contested unsettled claims in cases of white soldiers.....	35
Fraudulent and contested claims in cases of colored soldiers, in which settlements had been made prior to notice of fraud or receipt of adverse claims.....	707
Unsettled claims of widows of colored soldiers involving fraud in the marriage evidence.....	24
Unsettled contested claims in cases of colored soldiers.....	276
Unsettled claims in cases of colored soldiers, in which the evidence of heirship is believed to have been manufactured by claim-agents and their abettors.....	1,064
Cases alleged to have been paid by the Pay Department upon fraudulent papers, and awaiting the action of the Court of Claims.....	76
Cases involving overpayments to United States Army officers in which civil actions are being instituted for the recovery of the money.....	24
Total.....	4,381
Number of claims on hand June 30, 1871.....	4,036
Number of claims received during the year.....	661
Number of claims finally disposed of during the year.....	4,697
Number of claims on hand June 30, 1872.....	316
Number of claims on hand June 30, 1872.....	4,381
Number of letters written.....	4,975

There are also filed in this division a large number of letters and informal complaints regarding the malpractice and swindling operations of attorneys, which have so far been acted upon only with a view of debarring such attorneys from further practice in the prosecution of claims, but which are to be fully acted upon whenever the question of liability shall have been determined by the United States courts in cases of a similar character.

ARCHIVES DIVISION.

The following statement shows the work performed by this division:

Number of accounts received from the Paymaster-General.....	356
Number of accounts on file awaiting settlement.....	1,111
Number of confirmed settlements received from the Second Comptroller, verified, briefed, and transferred to permanent files:	
Paymasters'.....	465
Indian.....	1,093
Miscellaneous.....	1,133
Number of paymasters' settlements re-examined.....	2,771
	2,309

Number of settlements withdrawn and returned to files	3,371
Number of vouchers withdrawn and returned to accounts	43,954
Number of abstracts of accounts bound in covers	323
Number of duplicate bounty vouchers examined for certificates of payment ..	92,062
Number of mutilated muster and pay rolls repaired	16,794
Number of letters written	375

REGISTRY AND CORRESPONDENCE DIVISION.

Statement of work performed by the registry and correspondence division during the fiscal year :

Number of letters received	27,808
Number of letters written	31,103
Number of letters recorded	2,123
Number of letters referred to other bureaus	1,709
Number of dead-letters received and registered	3,247
Number of claims received, briefed, and registered	22,023
Number of miscellaneous vouchers received, stamped, and distributed	61,211
Number of letters, with additional evidence in the case of suspended claims, received, briefed, and registered	19,668
Number of pay and bounty certificates examined, registered, and mailed	7,657
Number of pay and bounty certificates examined, registered, and sent to the Paymaster General, in accordance with joint resolution of April 10, 1869 ...	5,353
Number of reports calling for requisitions sent to the War Department	454

For convenience of reference, I annex the following consolidated statement, showing the various classes of accounts settled in the office, the number of each class on hand at the beginning of the year, the number received and disposed of during the year, and the number on hand at the end of the year; also, the amount involved in settlements :

Description of accounts.	On hand June 30, 1871.	Received during the year.	Disposed of during the year.	On hand June 30, 1872.	Am't involved in settlements.	Number of letters written.
Paymasters	3,101	376	2,350	1,127	\$131,502,191 46	29,593
Indian agents	521	912	653	780	2,243,655 83	1,421
Indian agents, (property)	577	473	321	729		
Indian claims	7	1,049	996	60	3,108,160 49	101,001
Bounty arrears of pay, &c.	39,495	24,687	22,170	42,012	1,278,160 29	
Ordnance, medical, and miscellaneous	618				1,566,924 96	1,897
Regular recruiting	955	2,060	1,805	1,828	97,036 51	
Volunteer recruiting					560,229 51	9,332
Claims for return of local bounty					2,134 75	
Ordnance and Quartermaster's Department, (property.)	34,558	5,562	23,265	16,855		
Soldiers' Home		33	33			
National Asylum		14	14			
Total	79,832	35,166	51,607	63,391	141,264,686 60	143,244

Besides the number of letters stated in the above table, there have been written 59,414 relating to the miscellaneous business of the office, making a total of 202,658.

The average number of clerks employed during the year was 269.

The following statements and reports were prepared and transmitted during the year :

Annual report to the Secretary of the Treasury of the transactions of the office during the fiscal year.

Annual statement of the recruiting fund, prepared for the Adjutant General of the Army.

Annual statement of the contingencies of the Army, prepared for the Secretary of War.

Annual report of balances on the books of this office remaining unaccounted for more than one year, transmitted to the First Comptroller.

Annual report of balances on the books of this office remaining unaccounted for more than two years, transmitted to the First Comptroller.

Annual statement of the clerks and other persons employed in this office during the year 1871, or any part thereof, showing the amount paid to each on account of salary, with place of residence, &c., in pursuance of the eleventh section of the act of August 26, 1842, and resolution of the House of Representatives of January 13, 1846, transmitted to the Secretary of the Treasury.

List of employés in this office on September 30, 1871, showing the State or Territory from which each person was appointed to office, the State or country in which he was born, and the compensation given to each, transmitted to the Register of the Treasury in accordance with the acts of Congress of September 5, 1859, and March 2, 1861.

Monthly tabular statement, showing the business transacted in the office during the month and the number of accounts remaining unsettled at the close of the month, transmitted to the Secretary of the Treasury.

Monthly report of absence from duties of employés of this office, with reasons therefor, transmitted to the Secretary of the Treasury.

Pay-rolls, upon which payment was made to the employés of this office, prepared semi-monthly.

Earnest effort has been made to keep up the general work of the office and dispose of the large number of claims for bounty that have been presented under the two acts of April 22, 1872, without an increase of the clerical force. All that was desired has not been accomplished, but there is good reason to expect that those bounty-claims will soon be disposed of.

Much credit is due the gentlemen of the office for their faithful performance of duty.

I have the honor to be, very respectfully,

E. B. FRENCH,
Auditor.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

REPORT OF THE THIRD AUDITOR.

REPORT

OF

THE THIRD AUDITOR OF THE TREASURY.

TREASURY DEPARTMENT,
Third Auditor's Office, August 30, 1872.

SIR: In compliance with instructions from your office and the requirements of law, I have the honor to transmit herewith the following report of the business operations of this office for the fiscal year ended June 30, 1872:

BOOK-KEEPER'S DIVISION.

The duties devolving upon this division are, in general, to keep the appropriation and money accounts of the office.

The annexed statement of the financial operations of the office during the fiscal year ended June 30, 1872, exhibits the amounts drawn on specific appropriations, except those under direction of the Chief of Engineers of the Army, which are aggregated and entered under the general heading "Engineer Department." It also shows the repayments into the Treasury for the same period.

The average number of clerks engaged in this division during the period embraced in this report has been nine, and that number now constitutes the active force of the division.

The number of requisitions drawn on the Secretary of the Treasury by the Secretaries of War and of the Interior for the fiscal year ended June 30, 1872, was 3,341, amounting to \$58,498,475.02, as follows, viz:

	Advances to officers and agents.	Claims paid during the year.	Second and Third Audi- tor's trans- fers during the year.	Totals.
Quartermaster's Department, (regular supplies)	\$4,315,744 94	\$225,995 93	\$204,991 15	\$4,806,732 02
Incidental expenses Quartermaster's Depart- ment	1,225,417 95	38,566 09	4,113 88	1,268,097 92
Barracks and quarters	1,605,876 95	123,240 69	2,093 79	1,731,211 43
Army transportation	3,697,459 20	1,131,257 75	42,801 50	4,871,518 45
Officers' transportation		1,471 52	36,778 52	38,250 10
Cavalry and artillery horses	450,876 88	73,191 00		524,067 88
Clothing of the Army	654,946 91	3,622 78	1,823,782 17	2,482,351 86
National cemeteries	261,636 84	55 00		261,691 84
Subsistence of the Army	2,667,372 39	83,552 60	2,583 05	2,753,508 04
Engineer Department, (sundry appropriations)	6,981,657 70	1,640 12	23,915 84	7,007,213 66
Pensions, invalid	9,532,400 00	198 67		9,532,598 67
Pensions, widows' and others	18,323,600 00	2,334 39	203,915 75	18,529,850 14
Pensions, war of 1812	3,115,500 00			3,115,500 00
Relief of destitute in District of Columbia	12,000 00			12,000 00
Commutation of rations to prisoners of war	5,000 00			5,000 00
Support of the Bureau of Refugees, Freedmen, &c.	173,919 21		269 90	174,189 11
Contingencies of the Army	1,675 11			1,675 11
Operations on western rivers			26,695 68	26,695 68
Collecting, organizing, and drilling volunteers		372 65		372 65

	Advances to officers and agents.	Claims paid during the year.	Second and Third Audi- tor's trans- fers during the year.	Totals
Mexican hostilities.....			\$44 35	\$44 35
Purchase of heating and cooking stoves.....	\$5,080 40	\$186 74	30,094 13	35,261 27
Signal-service.....	5,000 00			5,000 00
Observation and report of storms.....	163,501 00			163,501 00
Current and ordinary expenses Military Acad- emy.....	60,814 00			60,814 00
Miscellaneous items and incidental expenses Military Academy.....	26,180 00			26,180 00
Horses and other property lost in the military service, act March 3, 1849.....		80,437 19		80,437 19
Pay of Washington and Oregon Indian-war claims.....		30 89		30 89
Services of Washington and Oregon volunteers.....		300 00		300 00
Pay for the use of the Corcoran gallery of art, &c.		125,000 00		125,000 00
Payment of members of certain military organ- izations.....		307,771 82	703 46	308,475 28
Reimbursing Ohio and Indiana for expenses incurred in suppressing rebellion.....		13 40	22 60	36 00
Reimbursing Nebraska for expenses incurred in suppressing rebellion.....		6,529 02		6,529 02
Payment of Iowa for advances, &c., in 1857 and 1859.....		871 84		871 84
Refunding to States expenses incurred, &c.....		296,145 61		296,145 61
Refunding to California expenses incurred.....		538 11		538 11
Act for the relief of Robert Kirkpatrick.....		20,523 00		20,523 00
Act for the relief of Noah Fisher.....		420 00		420 00
Act for the relief of Shadrack Saunders and others.....		33 60		33 60
Act for the relief of Joseph Segar, of Virginia.....		15,000 00		15,000 00
Act for the relief of Robert B. Williamson.....		2,567 00		2,567 00
Act for the relief of Henry Otis.....		3,000 00		3,000 00
Act for the relief of Charles and Henry Spencer.....		8,196 50		8,196 50
Act for the relief of L. B. Mitchell and other.....		466 50		466 50
Act for the relief of L. Merchant & Co.....		3,700 00		3,700 00
Claims of loyal citizens for supplies, &c., act March 3, 1871.....		191,707 17		191,707 17
Payment of tax on salaries.....			1,072 23	1,072 23
	53,285,659 48	2,808,937 54	2,403,872 00	58,498,469 02

REPAYMENTS.

The number of credit and counter requisitions drawn by the Secretary of War and of the Interior on sundry persons in favor of the Treasury of the United States is 709, on which repayments into the Treasury during the fiscal year ended June 29, 1872, have been made through the office of the Third Auditor as follows:

On account of deposits.....	\$5,943,883 4
On account of Third Auditor's transfers.....	2,382,409 64
On account of Second Auditor's transfers.....	273,549 51
On account of War Department transfers.....	1,212,231 2
Total.....	9,812,033 7

The aggregate amount of \$3,392,992.90, standing to the credit of "specific appropriations" respectively, has been carried to the surplus fund, by warrant No. 130, dated June 29, 1872.

Report of business transacted in the Third Auditor's Office, United States Treasury, in the year ended June 30, 1872.

Description of accounts.	Number of accounts remaining on hand June 30, 1871.	Number of accounts received in the year ended June 30, 1872.	Number of accounts settled in the year ended June 30, 1872.		Number of accounts unsettled June 30, 1872.	
	Monthly.	Monthly.	Monthly.	Amount involved.	Monthly.	Amount involved.
Quartermasters' money.....	284	6,164	5,616	\$43,329,640 02	832	\$17,863,150 52
Quartermasters' property.....	3,766	12,433	12,332		3,867	
Commissaries' money.....	1,264	1,677	2,524	4,644,159 72	417	501,941 83
Pension agents' money.....	861	684	900	40,000,205 68	645	21,319,856 47
Engineers' money.....	141	160	212	4,387,022 36	89	4,018,071 84
Refugees, Freedmen, and Abandoned Lands' money.....	45	37	72	1,700,556 39	10	49,802 02
Refugees, Freedmen, and Abandoned Lands' property.....	35	60	95			
Signal-officers' money.....		80			80	207,102 88
Signal-officers' property.....	91	5	96			
Total.....	6,487	21,300	21,847	\$4,061,584 23	5,940	44,859,925 56
Claims for horses lost.....	5,331	214	386	\$65,629 57	5,159	\$830,425 05
steam boats destroyed.....	70	7	8	108,400 00	69	560,873 07
Oregon war.....	822	169	149	15,725 04	842	65,797 51
miscellaneous.....	5,024	5,523	3,761	3,097,973 21	6,786	4,190,774 57
State war.....	7	10	11	384,830 25	6	661,457 61
Total.....	11,254	5,923	4,315	\$3,672,558 07	12,882	6,409,328 01

QUARTERMASTER'S DIVISION.

The accounts of quartermasters cover a wide and varied range of disbursements and property accountability, embracing disbursements for barracks, quarters, hospitals, store-houses, offices, stables, forage and transportation of all Army supplies, Army clothing, camp and garrison equipage; the purchase of cavalry and artillery horses, fuel, forage, straw, material for bedding, stationery; hired men; per diem to extra-duty men; of the pursuit and apprehension of deserters; of the burial of officers and soldiers; of hired escorts; of expressmen, interpreters, spies, and guides; of veterinary surgeons and medicines for horses; of supplying posts with water, and generally the proper and authorized expenses for the movements and operations of an army not expressly assigned to any other department. The "returns" are an account of the disposition made of all property paid for by the Quartermaster's Department, (except clothing, camp and garrison equipage, which are accounted for to the Second Auditor.)

The tabular statement herewith exhibits in a condensed form the results of the labors of the force employed in this division.

	Money accounts.		Property returns.	Supplemental settlements.		
	No.	Amount involved.		Property.	Money.	Amount involved.
On hand, per last report, June 30, 1871.....	284	\$16,362,177 00	3,766			
Received during the current year.....	6,164	44,830,613 54	12,433	11,095	613	\$3,220,900 19
Total.....	6,448	61,192,790 54	16,199	11,095	613	3,220,900 19
Reported during the current year.....	5,616	\$43,329,640 02	12,332	11,095	613	\$3,220,900 19
Remaining unsettled June 30, 1872.....	832	17,863,150 52	3,867			
Total.....	6,448	61,192,790 54	16,199	11,095	613	3,220,900 19

	Signal-accounts.			Total.	
	Prop-erty.	Money.	Amount in-voiced.	No.	Amount in-voiced.
On hand, per last report, June 30, 1871.....	91			4, 141	\$15, 302, 177 00
Received during the current year	5	80	\$207, 102 88	30, 390	48, 252, 625 61
Total.....	96	80	207, 102 88	34, 531	64, 054, 793 61
Reported during the current year.....	96			29, 752	\$46, 550, 540 21
Remaining unsettled June 30, 1872.....		80	\$207, 102 88	4, 779	18, 070, 253 40
Total.....	96	80	207, 102 88	34, 531	64, 054, 793 61

Number of letters sent out from the division during the year, 17,444; average number of clerks employed, 94 $\frac{8}{17}$.

A comparison of the above with my last annual report will show a large increase in the number of accounts and returns received and settled, without a corresponding increase in the amounts involved. This increase is accounted for in this way: Prior to the rebellion, accounts and returns were rendered quarterly, and after administrative action was had by the proper military bureau. Generally each account and return as rendered was transmitted to this office by a separate letter, and in making entries of receipts it became customary to consider a letter of transmittal and an account or return as numerically the same. In consequence of inadequate clerical force to dispose of the largely increased business accumulated in the Quartermaster-General's Office, all the accounts or returns of any one officer which had been examined at the time of transmittal were forwarded with one letter, which circumstance appears to have been overlooked in entering the receipt by this office, as the letters continued to be considered as synonymous with an account, when, in point of fact, the letter covered several accounts—so that the record of receipts really showed the number of letters of transmittal of the Quartermaster-General instead of the number of accounts and returns received. When this was discovered all the unexamined accounts and returns on-file in this office were counted, and showed the following result on 31st August, 1871: Quartermaster accounts, per count, 2,683; quartermaster accounts, per register, 465; quartermaster returns, per count, 7,165; quartermaster returns, per register, 2,095; signal-returns, per count, 6; signal-returns per register, 2—so that the number actually on hand exceeded the number as shown by the register as follows: Quartermaster accounts, excess 2,218; quartermaster returns, excess 5,070; signal-returns, excess 4. The accounts of the officers are rendered monthly, and each monthly account regarded and counted as one account.

SUBSISTENCE DIVISION.

This division audits the accounts of all commissaries and acting commissaries of subsistence in the Army, whose duties are to purchase the provisions and stores necessary for the feeding of the Army, and see to their proper distribution. These commissaries render monthly money accounts, with proper vouchers, for disbursements of the funds intrusted to them, together with a provision-return, and vouchers showing the disposition of provisions and stores purchased and received during each month. These accounts are received monthly through the office of the Commissary-General of Subsistence, and are every six months (or oftener, if the officer ceases to disburse) examined and audited in this

division, and the money-accounts and vouchers, together with a certified statement of their condition, referred to the Second Comptroller of the Treasury for his decision thereon. Upon their receipt back from the Comptroller with the statement approved, the officers are then officially notified of the result of said examinations and are called upon by this office to adjust or explain any omissions or errors that may have been discovered. The money and provision accounts, together with vouchers and papers belonging thereto, are, after examination, placed in the settled files of this division for future reference and remain permanently in the custody of this office.

Annual report of the subsistence division for the fiscal year ended June 30, 1872.

	Subsistence accounts.			Refugees, Freedmen and Abandoned Lands accounts.		
	Money accounts.		Provision returns.			Property returns.
	No.	Amount involved.		No.	Amount involved.	
On hand, per last report, June 30, 1871	1,264	\$973, 405 39	135	45	\$1, 334, 156 83	35
Received during fiscal year	1,677	4, 172, 696 22	3, 043	37	415, 201 58	60
Total	2,941	5, 146, 101 61	3, 198	82	1, 749, 358 41	95
Audited during fiscal year	2,524	4, 644, 159 78	2, 793	72	1, 699, 556 39	95
Remaining on hand June 30, 1872	417	501, 941 83	405	10	49, 802 02	.....

Number of vouchers examined, 78,772; difference-sheets written, 860; letters written, 1,069; queries answered, 1,591. Average number of clerks employed, 8.

ENGINEER DIVISION.

This division is employed in the examination of the accounts of the officers and agents of the Engineer Department, who, under direction of the Chief of Engineers of the Army, (except the Superintendent of the Military Academy at West Point, whose disbursements are directed by the Inspector-General,) disburse moneys out of various appropriations—now 248 in number—made from time to time by Congress, for works of a public nature, which may be classed under the following general heads, viz:

The purchase of sites and materials for, and construction and repairs of, the various fortifications throughout the United States;

Construction and repairs of roads, bridges, bridge-trains, &c., for armies in the field;

Surveys on the Atlantic and Pacific coasts;

Examination and surveys of the northern and western lakes and rivers;

Construction and repairs of breakwaters;

Repairs and improvement of harbors, both on sea and lake coasts;

Improvement of rivers and purchase of snag and dredge-boats for the same; and

The expenses of the Military Academy at West Point.

The average number of clerks employed on the division for the year ended June 30, 1870, was three; and the transactions of the division for the same period are shown by the following statement, viz:

	Accounts.		Supplemental and transfer settlements.	
	Number of quarters.	Amount involved.	No.	Amount admitted.
On hand per last report, June 30, 1871.....	141	\$3,405,999 77		
Received during the year.....	160	5,899,094 43		
Total	301	9,305,094 20		
Reported during the year.....	212	4,387,082 36	59	\$5,600 00
Remaining on hand June 30, 1872.....	89	4,918,071 84		
Total	301	9,305,094 20	59	5,600 00

There are now on hand only five quarters of engineer officers' money accounts for periods prior to 1871 unsettled, viz, five of the fourth quarter, 1870.

All of the balances on old accounts (some of them dating back from twenty to forty years) have been reexamined during the year, and either "closed," or where any considerable balance has been found due the United States, the officer, if alive, has been notified; or, if dead, out of the service, or not to be found, the papers have been forwarded to the collection-division.

STATE WAR-CLAIMS DIVISION.

The duties of this division embrace the settlement, under the various acts and resolutions of Congress, of all claims of the several States for costs, charges, and expenses properly incurred by them for enrolling, subsisting, clothing, supplying, arming, equipping, paying, and transporting their troops employed by the United States in aiding to suppress the recent insurrection against the United States. Also, claims on account of Indian and other border invasions.

	Original accounts.		Suspended accounts special settlements.	
	No.	Amount.	No.	Amount.
On hand June 30, 1871.....	7	\$284,701 73	86	\$4,430,168 70
Received during the fiscal year ended June 30, 1872.....	10	761,586 33	11	227,303 00
Total	17	1,046,288 06	97	4,647,471 70
Reported during the fiscal year ended June 30, 1872.....	11	384,830 25	21	468,533 94
Balance remaining June 30, 1872	6	661,457 81	76	4,178,937 76

Number of letters written during the year, 119.

Number of clerks employed during the year, 3.

CLAIMS DIVISION.

The duties of this division embrace the settlement of claims of a miscellaneous character, arising in the various branches of service in the War Department, growing out of the purchase or appropriation of supplies and stores for the Army; the purchase, hire, or appropriation of water-craft, railroad stock, horses, wagons, and other means of transportation; the transportation contracts of the Army; the occupation of real estate for camps, barracks, hospitals, fortifications, &c.; the hire of

employés, mileage, court-martial fees, traveling-expenses, communications, &c.; claims for compensation for vessels, railroad-cars, and engines, &c., lost in the military service; claims growing out of the Oregon and Washington war of 1855 and 1856, and other Indian war claims; claims of various descriptions under special acts of Congress, and claims not otherwise assigned.

The following statements show the business transacted by this division during the fiscal year ended June 30, 1872, and the condition of the business at the commencement and at the end thereof.

1.—*Miscellaneous claims.*

	Number.	Amount claimed.	Amount allowed.
On hand July 1, 1871.....	5,024	*\$4, 140, 073 80	
Received during the year.....	5,523	†3, 148, 673 98	
Total.....	10, 547	7, 288, 747 78	
Disposed of during the year.....	3, 761	‡3, 097, 973 21	\$2, 217, 734 01
On hand June 30, 1872.....	6, 786	\$4, 190, 774 57	

* This is the amount claimed in 3,753 cases, the amounts claimed in the others (1,271) not being stated.

† This is the amount claimed in 5,322 cases, the amounts claimed in the others (201) not being stated.

‡ This is the amount claimed in 3,613 cases, the amounts claimed in the others (142) not being stated.

§ This is the amount claimed in 5,462 cases, the amounts claimed in the others (1,334) not being stated.

2.—*Oregon and Washington Indian war claims.*

	Number.	Amount claimed.	Amount allowed.
On hand July 1, 1871.....	822	*\$65, 615 19	
Received during the year.....	169	†15, 907 36	
Total.....	991	\$81, 522 55	
Disposed of during the year.....	149	‡15, 725 04	\$12, 503 25
On hand June 30, 1872.....	842	\$65, 797 51	

* This is the amount claimed in 412 cases, the amounts claimed in the others (410) not being stated. In the report for the year ended June 30, 1871, the cases remaining on hand in which the amounts claimed were stated were entered as 407, and those in which the amounts claimed were not stated as 415; but the correct numbers are as above stated.

† This is the amount claimed in 77 cases, the amounts claimed in the others (92) not being stated.

‡ This is the amount claimed in 84 cases, the amounts claimed in the others (65) not being stated.

§ This is the amount claimed in 405 cases, the amounts claimed in the others (437) not being stated.

3.—*Lost vessels, act of March 3, 1849.*

	No.	Amount claimed.	Amount allowed.
On hand July 1, 1871.....	70	*\$604, 682 11	
Received during the year.....	7	†64, 590 96	
Total.....	77	669, 273 07	
Disposed of during the year.....	8	‡102, 400 00	\$61, 755 69
On hand June 30, 1872.....	69	\$560, 873 07	

HORSE-CLAIMS DIVISION.

This division is engaged in settling claims for compensation for the loss of horses and equipage sustained by officers or enlisted men while in the military service of the United States, and for the loss of horses, mules, oxen, wagons, sleighs, and harness, while in said service by impressment or contract.

The number of claims received and docketed during the year is 235, in which the aggregate amount claimed is \$44,790.56. The number settled and finally disposed of during the same period (including those received prior to, as well as during the year) is 386, in which the aggregate amount claimed is \$65,629.57, and on which the aggregate amount allowed is \$44,447.77.

There have been during the year 419 briefs made; 3,016 claims examined and suspended, and 357 claims preliminarily reported to the Second Comptroller.

The following table presents the condition of the business of this division at the commencement and close of the year, as well as its progress through the year:

	Number.	Amount.	Number.	Amount.
Claims on hand July 1, 1871			5,331	\$44,790.56
Claims received during the year			203	41.70
Claims reconsidered during the year			9	1.00
Total			5,543	\$44,833.26
Claims allowed during the year	311	\$44,447.77		
Rejected on same		7,839.03		
Amount claimed		52,286.80		
Claims disallowed during the year	75	13,342.77		
Deduct as finally disposed of during the year			386	\$65,629.57
Claims on hand unsettled July 1, 1872			5,159	\$30,422.50

PENSION DIVISION.

The duties devolving upon this division are keeping an account with each Army pensioner of the United States, recording the name, rate, date of commencement, noting every increase, reduction, transfer, re-marriage, death and expiration, whether by limitation under existing laws, or on account of the disability having ceased. Also, keeping an account with each pension agent, (of whom there are 59,) charging him with all moneys advanced by the Government, under the several appropriations to pay pensions, receive and register the accounts as sent each month direct to this office, by the agents who have disbursed the money, and properly file them for settlement.

Each voucher is properly examined, and the payment made by the agent is entered on the roll-book opposite the pensioner's name. The act of June 17, 1870, provided that every soldier who lost a limb in the service of the United States might be furnished with an artificial limb, or, if he should so elect, may receive money commutation in lieu thereof. The bills for limbs furnished and the transportation, with the vouchers for money commutation, are all paid by the agents, and are rendered in the same manner as pension vouchers.

Congress under act July 8, 1870, changed the mode of paying pensioners, and authorized payments to be made quarterly, instead of semi-annually as theretofore. This more than doubled the labor of the division, as twice as many vouchers are received, examined, entered, filed and reported to the Second Comptroller.

Congress under act July 12, 1870, required that all accounts shall be settled for each fiscal year, separately, and the balance unexpended shall be covered into the Treasury. So far as it relates to pension agents' accounts, I think this one of the best laws enacted; but, of course, great care has to be exercised to keep the accounts correct. The act of February 14, 1871, granted pensions to the survivors and certain

widows of the war of 1812. This has increased the roll during the past year 20,127.

Congress under act June 8, 1872, amended act 6th June, 1866, which granted to certain disabled soldiers fifteen, twenty, and twenty-five dollars per month, so that now they are entitled to receive eighteen, twenty-four, and thirty-one $\frac{25}{100}$ dollars per month. This necessitates the change and increase of about seventeen thousand pensioners.

Number of pensioners on the rolls at present, as follows :

Revolutionary, half-pay, act 1848, &c	1,732
Invalids and widows, not including children, act July 14, 1862.....	208,923
War 1812, act February 14, 1871.....	20,127

Total..... 230,782

Number of pensioners who received limbs	1,332
Number of pensioners who received commutation.....	8,115

Amount drawn from the Treasury to pay pensions during the year ended June 30, 1872.

Invalids	\$9,532,400
Widows and others.....	18,323,600
War of 1812, act February 14, 1871.....	3,115,500

Total..... 30,971,500

The difference of \$2,309,902.74 between the amounts charged and the amounts reported as disbursed has been deposited and will be placed to the credit of the appropriation.

The following tabular statement shows the amount of business disposed of by this division during the fiscal year ended June 30, 1872 :

	Number.	Amount involved.
Accounts on hand July 1, 1871	861	\$32,658,464 89
Accounts received during the year.....	684	28,661,597 26
Total.....	1,545	61,320,062 15
Accounts reported during the year.....	900	40,000,205 68
Accounts remaining unsettled June 30, 1872.....	645	21,319,856 47
Total.....	1,545	61,320,062 15

The accounts on file unsettled are divided as follows, viz :

Accounts of 1871.....	390
Accounts of 1872.....	255
Total.....	<u>645</u>

Pensioners recorded, increased including additional for children of \$2 per month	52,980
Pensions transferred.....	2,298
Pension vouchers examined.....	885,154
Payments entered on roll-books.....	791,603
Pages of difference and miscellaneous copied.....	3,515
Copies of surgeons' certificates furnished Commissioner.....	1,619

The force in this division July 1, 1871, was 31 clerks and 2 copyists. During the year there were added 10 clerks and 1 copyist, which made the whole force June 30, 1872, 41 clerks and 3 copyists.

It is my desire that the work on this division shall be brought up to current work, and with that view 8 more will be added by transfer from another division of the office.

The following tabular statement exhibits the amount paid at the several agencies during the year ended June 30, 1872:

State.	Agency.	Agent.	Invalids.		Act of February 14, 1871, 1872.	Widows and others.	Total.
			Artificial limbs.	Invalid.			
Arkansas.....	Little Rock.....	James Coates.....	\$200 00	\$30,052 95	\$10,370 38	\$105,336 67	\$135,950 00
Connecticut.....	Hartford.....	D. C. Rodman.....	813 34	118,152 92	25,900 27	302,372 64	447,189 17
California.....	San Francisco.....	H. C. Bennett.....	1,056 90	5,438 16	23,693 34	55,470 57	85,678 97
District of Columbia.....	Washington.....	W. T. Collins.....	1,578 34	101,201 55	97,218 74	140,824 21	370,922 94
Do.....	do.....	D. C. Cox.....	269 62	137,954 17	93,245 17	330,999 97	561,204 71
Delaware.....	Wilmington.....	E. D. Porter.....	1,051 80	46,903 23	47,231 59	77,538 37	125,311 16
Indiana.....	Fort Wayne.....	Hiram Holdings.....	1,096 30	192,412 62	19,968 27	241,166 29	494,653 48
Do.....	Indianapolis.....	C. W. Brouse.....	2,915 15	473,330 66	76,770 42	798,764 90	1,351,581 13
Illinois.....	Madison.....	Mark Tilton.....	535 60	134,418 66	475,187 90	386,453 01	917,581 13
Do.....	Chicago.....	D. Blakely.....	2,218 25	350,819 17	28,319 78	475,187 90	874,581 13
Do.....	Quincy.....	B. M. Prentiss.....	772 10	175,215 78	245,174 19	444,418 78	865,581 13
Do.....	Springfield.....	William James.....	1,944 64	228,055 39	27,917 80	338,211 52	590,128 51
Iowa.....	Des Moines.....	James S. Martin.....	300 60	926,970 39	29,590 54	563,795 54	1,490,356 53
Do.....	Fairfield.....	Stewart Goodell.....	1,369 00	109,366 78	15,995 45	192,944 82	317,401 05
Do.....	Marion.....	D. B. Wilson.....	1,311 74	150,318 74	16,342 23	215,165 56	366,518 18
Kansas.....	Topeka.....	J. B. Young.....	412 94	110,217 93	8,186 84	138,403 40	256,620 60
Kentucky.....	Lexington.....	A. E. Adams.....	995 25	140,291 63	47,119 91	279,900 29	394,723 04
Do.....	Louisville.....	W. H. Gallagher.....	350 00	129,940 77	57,944 81	405,836 57	594,423 01
Louisiana.....	New Orleans.....	H. Horton.....	443 05	114,259 22	13,649 40	182,932 62	319,368 84
Maine.....	Augusta.....	F. M. Drew.....	350 55	37,574 87	9,975 87	59,055 69	106,641 15
Do.....	Bangor.....	S. B. Morton.....	449 70	135,277 30	17,298 77	296,505 59	479,524 36
Do.....	Portland.....	M. A. Blinnard.....	662 00	133,992 44	23,474 84	200,146 45	397,724 59
Massachusetts.....	Boston.....	George L. Beal.....	64 00	37,304 18	4,496 45	51,871 87	97,724 59
Maryland.....	Baltimore.....	C. A. Phelps.....	2,623 34	514,108 95	52,975 37	871,924 31	1,440,524 61
Michigan.....	Detroit.....	H. Atwood.....	1,195 35	198,727 94	54,370 34	311,010 46	514,108 95
Do.....	Grand Rapids.....	A. Kaichen.....	3,000 81	376,505 22	67,147 90	610,489 70	1,057,142 75
Minnesota.....	St. Paul.....	William C. Elbert.....	926 00	136,154 47	11,129 84	159,915 58	294,181 16
Missouri.....	St. Louis.....	James Lindsay.....	601 90	170,794 46	36,152 05	256,925 27	428,252 39
Do.....	St. Louis.....	E. McMurtree.....	2,046 25	129,233 27	8,471 70	160,233 30	319,336 99
Do.....	St. Louis.....	John T. Haskins.....	143 26	4,434 00	10,729 18	45,078 18	66,192 57
Do.....	St. Louis.....	David Croes.....	247 00	161,961 65	32,368 21	234,198 61	429,796 07
Do.....	St. Louis.....	D. J. Vaughan.....	406 00	530,456 76	9,150 95	73,107 01	1,119,735 96
Do.....	St. Louis.....	S. H. H. Parsons.....	3,214 19	535,659 64	144,141 81	854,336 30	1,532,148 96
Do.....	St. Louis.....	L. M. Drury.....	3,757 86	541,174 35	39,069 34	735,431 44	1,350,499 13
Do.....	St. Louis.....	John Hall.....	966 80	109,409 01	2,106 95	159,043 46	297,094 07
Do.....	St. Louis.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
Do.....	St. Louis.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Do.....	St. Louis.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	St. Louis.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
New Jersey.....	Trenton.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
North Carolina.....	Raleigh.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Ohio.....	Columbus.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Oregon.....	Portland.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
New York.....	New York City.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
Do.....	New York City.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Do.....	New York City.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
Do.....	New York City.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Do.....	New York City.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
Do.....	New York City.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Do.....	New York City.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
Do.....	New York City.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Do.....	New York City.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
Do.....	New York City.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Do.....	New York City.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
Do.....	New York City.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Do.....	New York City.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
Do.....	New York City.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Do.....	New York City.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
Do.....	New York City.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Do.....	New York City.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
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Do.....	New York City.....	J. L. W. Boring.....	1,140 00	24,903 12	28,100 00	44,740 00	73,740 00
Do.....	New York City.....	Charles H. Bellin.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
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Do.....	New York City.....	E. W. Little.....	394 92	4,440 40	9,101 11	13,541 41	27,082 82
Do.....	New York City.....	George M. Van Buren.....	1,110 65	21,903 96	4,837 17	32,844 18	55,742 33
Do.....	New York City.....	J. L. W. Boring.....	1,140 00	24,903 12			

Ohio	William E. Davis	3,001 70	343,401 60	54,292 57	507,900 02	902,595 90
Do	Charles E. Brown	592 65	112,631 73	39,103 86	176,097 49	230,416 13
Do	Sech M. Barber	1,969 01	296,845 24	61,472 94	398,663 03	758,970 30
Do	John A. Norris	2,273 19	296,959 42	72,949 40	514,660 56	880,841 57
Oregon	Henry Warren	75 00	4,955 07	2,524 46	3,940 71	11,499 24
Pennsylvania	William T. Forbes	4,008 92	237,194 62	21,415 26	4,511 18	287,199 96
Do	H. G. Stickle	2,977 35	636,303 01	89,956 59	11,084 13	740,312 09
Do	A. R. Calhoun			9,672 72	416,685 99	426,368 71
Do	L. R. Nevin			27,822 39	943,322 12	1,021,144 51
Do	James McGregor	3,577 56	359,039 09	46,916 03	531,664 69	1,940,217 37
Rhode Island	C. K. Brayton	312 00	44,493 54	7,251 03	101,069 31	153,145 88
Tennessee	D. T. Boynton	491 25	87,294 59	53,040 69	369,217 79	510,045 32
Do	W. J. Stokes	676 15	29,940 94	69,697 27	207,061 78	306,670 18
Vermont	J. L. Barstow	62 80	85,456 89	16,041 71	135,109 41	226,644 24
Do	S. Thomas	656 65	113,249 56	25,292 27	154,655 70	293,844 24
Virginia	A. Washburn	199 00	26,351 89	135,057 35	62,036 31	223,642 95
West Virginia	T. M. Harris	1,700 35	147,896 03	66,413 41	302,752 79	518,762 58
Wisconsin	J. A. Kellogg	384 62	55,454 47	7,007 22	105,836 59	168,665 50
Do	E. Ferguson	2,159 44	166,948 38	14,669 08	274,062 44	457,859 34
Do	Thomas Reynolds	1,798 30	110,759 60	12,843 65	202,811 99	399,213 54
Washington Territory	S. W. Brown	1,50 00	3,442 74	12,124 53	202,560 12	4,177 39
Total		74,249 40	10,052,786 26	2,309,961 43	17,297,363 42	29,734,300 53

SOLDIERS' CLAIMS BOUNTY-LAND, AND PENSION DIVISION, WAR OF 1812.

During the fiscal year ended 30th June, 1872, 30,721 pension claims, "act of February 14, 1871," have been examined, certified, and returned to the Commissioner of Pensions for his action.

Eight hundred and ninety-nine bounty-land claims have been examined and returned to the Commissioner of Pensions as above.

COLLECTION DIVISION.

The following statement shows the work of this division during the months named, viz:

Month.	Delinquents recorded.	Delinquents examined.	Entries on register.	Cases examined.	Accounts referred to.	Vouchers examined.	Letters written.	Papers examined and reported.	Cases referred for audit.
1871.									
September.....	82	142	75	81			9	31	
October.....	261	130	101	58	35		115	34	
November.....	103	45	219	79	72		153	76	
December.....	44	93	28	109	95		115	24	
1872.									
January.....			158	116	270	189	6		
February.....		70	113	223	591	1,300	183	36	
March.....	518	60	158	262	611	1,139	303	30	
April.....	931	127	201	210	413	692	347	32	
May.....	410	290	129	134	269	530	350	*	
June.....		302	216	134	294	559	126	16	
Total.....	2,349	1,259	1,458	1,436	2,650	4,409	1,790	96	

A reference to previous reports will show that the amount involved in the accounts of quartermasters received in the year 1869 was \$31,816,235.59; in 1870, \$8,154,912.33; in 1871, \$23,126,666.31, and in 1872, \$44,830,613.54. The amount involved in the settlements made in the years named was as follows, viz: in 1869, \$117,504,508.64; in 1870, \$31,045,231.69; in 1871, \$13,984,186.97, and in 1872, \$43,329,640.02. The excess in the amount of settlements in this division in 1872, reported over the previous year, was \$22,752,853.49; nearly 100 per cent. greater, though the force employed was only about 75 per cent. as great as the force then employed. A large number of property-returns of officers of the Army have been settled under the act of June 23, 1870, authorizing the settlement of the accounts of officers of the Army and Navy. Prior to the rebellion it was customary to examine money-accounts and property-returns together; but, by reason of the immense amounts disbursed by officers of the Army during the war, and the possible injuries which might result should settlements be deferred until the returns could be received and examined, they were transmitted to this office separately and examined and adjusted separately in this office. The necessity of such separation does not now seem to exist, and as soon as the accounts and returns now on file are settled, it is proposed to return to the old system and settle the accounts and returns of disbursing officers together, thus insuring greater accuracy and enabling the accounting officers to examine more readily the returns of property in connection with the money-accounts disbursed in its purchase.

Your attention is again respectfully invited to the *absolute* necessity for more file-room in this office. The shelving-room suitable for accounts has long been filled, and there are now some six thousand settlements

lying upon the floors of the large file-room. These papers are of great value to the Government, and should be properly taken care of.

On the 30th of June last, the force of this office was reduced thirty-five clerks, in accordance with recommendation contained in my report of 23d of August, 1871.

Some changes have also been made for the better in the organization of the office, and the work in all the divisions is progressing in a satisfactory manner.

It affords me great pleasure to speak of the interest manifested in its business by all the clerks now employed here, and to commend their general ability, industry, and faithfulness.

Respectfully submitted.

ALLAN RUTHERFORD,
Third Auditor.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

REPORT OF THE FOURTH AUDITOR.

REPORT OF THE FOURTH AUDITOR.

REPORT

OF

THE FOURTH AUDITOR OF THE TREASURY.

TREASURY DEPARTMENT,
Fourth Auditor's Office, September 25, 1872.

SIR: In accordance with your request of August 8, 1872, that I should forward to you the annual report of the operations of this office for the fiscal year ending June 30, 1872, I have the honor to transmit the following tabular statements in which is embraced the information desired:

I. PAYMASTERS' DIVISION—WILLIAM CONARD, CHIEF.

Statement of accounts, including marine, received and settled in the Paymasters' Division from July 1, 1871, to June 30, 1872, with the amount of cash disbursed in those settled and the number of letters received and written in relation to the same.

PAYMASTERS' AND MARINE ACCOUNTS.

Date.	Accounts received.	Accounts settled.	Letters received.	Letters written.	Cash disbursements.
1871.					
July	50	37	130	142	\$434, 576 02
August	19	18	138	148	1, 192, 559 67
September	11	16	139	90	694, 951 42
October	34	19	121	102	944, 101 44
November	34	39	107	103	1, 391, 666 85
December	10	25	68	126	1, 396, 285 43
1872.					
January	37	26	95	90	1, 365, 935 72
February	37	32	106	145	1, 177, 850 02
March	16	27	89	101	882, 531 07
April	40	33	121	126	2, 596, 313 83
May	29	34	110	106	1, 378, 990 47
June	12	27	67	115	1, 824, 397 68
Total	329	333	1, 291	1, 394	15, 270, 059 62

Number of unsettled accounts on hand July 1, 1871, 13; number of unsettled accounts on hand June 30, 1872, 9; average number of clerks employed in the division, 15.

II.—PENSION DIVISION—RICHARD GOODHART, CHIEF.

Statement showing the amount disbursed at the different agencies on account of Navy pensions and the work performed by the Navy pension division during the fiscal year ending June 30, 1872.

PENSION ACCOUNTS.

Location.]	Number of Navy invalid pensioners.	Number of Navy widows and orphans.	Amount disbursed to invalids.	Amount disbursed to widows and orphans.	Total disbursements.
Baltimore, Maryland	52	70	\$5,614 99	\$13,939 04	\$19,554 03
Boston, Massachusetts	238	276	30,629 56	49,096 62	79,726 18
Brooklyn, New York	302	347	36,722 90	70,285 31	107,018 21
Cincinnati, Ohio	36	73	4,532 55	15,999 40	20,531 95
Chicago, Illinois	37	26	5,199 52	5,140 05	10,339 57
Detroit, Michigan	10	22	1,320 73	2,788 27	4,109 00
Hartford, Connecticut	12	23	1,319 87	3,909 55	10,229 42
Louisville, Kentucky	5	14	509 70	2,903 02	3,412 72
Milwaukee, Wisconsin	11	12	1,021 60	1,630 53	2,652 13
New Orleans, Louisiana	13	7	2,712 27	1,308 07	4,020 34
Pittsburgh, Pennsylvania	14	30	714 47	4,165 81	4,880 28
Philadelphia, Pennsylvania	165	295	19,461 55	42,737 98	62,199 53
Portland, Maine	64	62	7,325 19	2,151 87	15,477 06
Portsmouth, New Hampshire	34	28	3,697 72	5,285 74	8,983 46
Providence, Rhode Island	13	23	1,163 22	4,311 40	5,474 62
Richmond, Virginia	20	39	2,060 06	10,557 11	12,617 17
San Francisco, California	10	6	1,156 24	1,451 80	2,608 04
Saint Louis, Missouri	15	14	2,632 29	2,099 80	4,731 09
Saint Paul, Minnesota	1	1	540 00	540 00	540 00
Trenton, New Jersey	22	28	2,502 77	8,068 34	10,571 11
Washington, District of Columbia	75	133	10,474 46	29,679 49	40,153 95
Total	1,148	1,529	140,771 66	295,128 26	435,899 92

During this time there were 206 accounts received and 185 settled, involving an expenditure of those settled of \$327,072.28. Also there were 402 letters received and 326 written. Number of clerks employed, 1.

III.—RECORD DIVISION—CHARLES COOK, CHIEF.

Statement of correspondence of the Fourth Auditor's Office for the fiscal year ending June 30, 1872, and the work of the record division.

Date.	Letters received.	Letters written.	Letters recorded.	Letters filed.	Letters referred to other bureaus.	Letters indexed.	Names indexed and double indexed.	Reports of settled accounts received and indexed.	Dead letters registered.	Letters written by record division.
1871.										
July	1,092	1,269	1,438	715	15	2,613	4,502	72	19	53
August	1,077	1,193	1,255	1,043	19	4,052	14,793	207	18	125
September	1,085	1,110	1,218	772	11	4,768	8,594	125	19	11
October	914	962	690	649	.....	3,489	6,215	450	9	15
November	1,028	1,184	930	781	18	6,097	10,103	964	2	53
December	962	1,101	1,252	747	14	6,960	11,488	26	5	6
1872.										
January	1,128	1,489	1,579	803	6	6,462	11,945	192	13	17
February	1,188	1,350	1,991	889	13	4,387	8,378	25	16	15
March	1,238	1,546	2,165	866	24	1,114	1,897	128	9	104
April	1,236	1,651	1,598	884	18	2,943	5,906	56	15	124
May	1,291	1,336	1,465	805	25	2,719	5,628	251	11	26
June	1,218	1,440	1,351	836	22	1,341	2,229	196	18	44
Total	13,477	15,631	16,232	9,810	189	46,945	91,178	2,112	160	262

Average number of clerks employed, 7.

IV.—PRIZE-MONEY DIVISION—S. M. B. SERVOS, CHIEF.

Statement of the work performed by the prize-money division during the fiscal year ending June 30, 1872.

Date.	Prize-lists.			Letters.		Claims.		Amount paid.
	Number received.	Lists apporportioned.	Amount appropriated.	Letters received.	Letters written.	Claims received.	Claims settled.	Prize-money.
1871.								
July.....				187	306	38	90	\$2,173 29
August.....				212	277	39	39	2,287 68
September.....				222	247	32	22	1,321 37
October.....				165	193	24	22	1,495 45
November.....	15	15	\$121,560 55	159	168	27	23	10,250 24
December.....				148	168	94	91	15,548 85
1872.								
January.....				231	437	506	482	36,171 87
February.....				238	234	235	217	27,936 47
March.....				270	427	45	33	3,439 80
April.....				259	558	27	22	2,749 02
May.....				284	298	61	42	2,756 81
June.....	2	1	7,500 00	217	324	109	55	7,926 74
Total.....	17	16	129,060 55	2,632	3,637	1,237	1,068	114,037 59

Average number of clerks employed, 24.

V.—GENERAL-CLAIM DIVISION—A. C. ADAMSON, CHIEF.

Annual report of the general-claim division for the year ending June 30, 1872.

Date.	Claims received.	Claims adjusted.	Amount involved.	Letters written.	Number of reports on applications for pensions.	Number of reports on applications for bounty-land.	Number of reports on applications for admission to Naval Asylum.
1871.							
On hand July 1.....	124						
July.....	87	124	\$12,191 92	491	31	7	
August.....	97	108	21,195 13	429	49		1
September.....	72	56	6,350 35	336	28		3
October.....	103	115	8,045 38	419	28	3	1
November.....	141	137	11,318 11	444	31	16	
December.....	98	104	18,037 53	401	36	1	
1872.							
January.....	121	116	25,841 67	547	90		1
February.....	136	135	26,457 15	544	111	11	
March.....	130	120	11,520 49	512	40	26	
April.....	113	110	12,559 11	464	43	2	
May.....	111	122	11,138 64	475	40	9	3
June.....	120	114	70,365 43	527	60		1
Total.....	1,453	1,361	235,020 91	5,589	587	75	10

Average number of clerks employed, 63.

VI.—NAVY AGENTS' DIVISION—WILLIAM F. STIDHAM, CHIEF.

Annual report of the Navy agents' division for the fiscal year ending June 30, 1872.

Date.	Accounts received.	Accounts settled.	Amount in- volved.	Letters written.	Letters received.
1871.					
July.....	46	47	\$1,077,304 75	192	13.
August.....	16	11	152,334 99	101	1.
September.....	4	6	1,524,170 84	130	1.
October.....	11	5	456,532 93	130	1.
November.....	6	7	1,329,245 52	164	1
December.....	21	23	261,072 10	136	1.
1872.					
January.....	77	73	222,274 65	119	1.
February.....	90	91	1,400,741 68	124	1.
March.....	64	67	42,931 40	123	1.
April.....	114	114	1,396,333 20	194	1.
May.....	30	25	343,686 13	140	1.
June.....	20	23	1,584,260 37	139	1.
Total.....	499	498	10,313,488 56	1,561	1.

ALLOTMENT ACCOUNTS.

Date.	Allotments registered.	Allotments discontinued.	Date.	Allotments registered.	Allotments discontinued.
1871.			1872.		
July.....	39	88	January.....	22	..
August.....	49	48	February.....	57	..
September.....	19	71	March.....	165	..
October.....	36	99	April.....	59	..
November.....	143	156	May.....	33	..
December.....	70	119	June.....	3	..
Total.....	356	581	Total.....	295	..

Statement of amounts paid by Navy agents for allotments during the year 1871.

New York.....	\$72,874 5
Boston.....	55,062 0
Philadelphia.....	53,292 7
Washington.....	20,423 0
Portsmouth.....	10,795 5
Baltimore.....	9,464 5
San Francisco.....	1,247 0
	<u>209,865 2</u>

Accounts remaining on hand June 30, 1872, 3; average number of clerks employed, 64; number of vouchers examined, 25,135.

VII.—BOOK-KEEPERS' DIVISION—PARIS H. FOLSOM, CHIEF.

Statement of the work performed in the book-keepers' division for the fiscal year ending June 30, 1872.

Date.	Number of pay-requisitions.	Cash pay-requisitions—amount.	Number of repay-requisitions.	Cash repay-requisitions—amount.	Letters received.	Letters written.	Accounts journalized entered, and balanced.	Extracts from ledgers.	Accounts settled.	Summary statements entered.	Accounts received.
1871.											
July.....	194	\$1,614,276 93	16	\$40,067 17	118	187	66	110	178	39	178
August.....	199	2,191,621 25	9	55,352 79	113	153	253	126	92	77	92
September.....	135	1,816,157 41	32	141,002 19	143	230	173	32	163	77	163
October.....	68	1,400,419 55	1	256,160 40	104	113	161	42	38	17	65
November.....	137	3,285,309 52	18	77,401 42	110	201	537	38	62	52	62
December.....	117	1,578,304 57	13	224,161 02	117	199	75	31	117	62	117
1872.											
January.....	129	2,575,649 09	14	61,919 50	122	909	247	156	1	40	1
February.....	110	2,061,658 53	7	602,443 66	111	206	103	274	43	58	63
March.....	196	1,467,528 08	26	405,827 75	133	237	56	116	114	58	114
April.....	105	1,349,826 96	13	442,854 46	153	196	141	412	50	60	50
May.....	90	1,418,667 60	16	113,368 70	137	161	277	61	67	71	67
June.....	147	1,266,265 01	4	5,210 12	148	196	198	36	229	22	229
Total.....	1,437	21,996,304 70	169	2,486,082 18	1,510	2,290	2,087	1,432	1,201	578	1,201

Average number of clerks employed, 52.

VIII.—DISBURSEMENT AND MISCELLANEOUS DIVISION—B. P. DAVIS IN CHARGE.

Statement of the work performed during the fiscal year ending June 30, 1872.

Number of letters written.....	452
Number of dead-letters registered.....	160
Number of checks against accounts ordered.....	365

In addition to the above, Mr. Davis has made up various tabular statements and miscellaneous reports called for by Congress and the Secretary of the Treasury; kept the record of appointments, resignations, removals, and absences; received and distributed the stationery used by the office, and discharged the duties of disbursing-clerk.

The amount of work performed by the office is very satisfactory. The same valuable assistance which I have acknowledged during previous years, on the part of my chief clerk, William B. Moore, esq., I have also received from him during the past fiscal year.

Very truly and respectfully, your obedient servant,

STEPHEN J. W. TABOR,
Auditor.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

REPORT OF THE FIFTH AUDITOR.

REPORT

OF

THE FIFTH AUDITOR OF THE TREASURY.

TREASURY DEPARTMENT,
Fifth Auditor's office, October 29, 1872.

SIR: Herewith are submitted the tabular statements of the operations of this office for the year ended June 30, 1872. There have been eleven thousand five hundred and sixty-six letters written, and fifteen thousand four hundred and six accounts adjusted, involving \$720,071,736. 40.

Very respectfully,

J. H. ELA,
Auditor.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

A.—Statement of the expenses of all missions abroad for salaries, contingencies, and loss by exchange, from July 1, 1871, to June 30, 1872, as shown by accounts adjusted in this office.

No.	Mission.	Salary.	Contingen- cies.	Loss by ex- change.	Total.
ARGENTINE REPUBLIC.					
1	R. C. Kirk, minister.....	\$4,306 32	\$235 12		\$4,541 44
AUSTRIA.					
2	John Jay, minister.....	12,000 00	903 95		
3	J. F. Delaplaine, secretary of legation.....	1,800 00			
		13,800 00	903 95		14,703 95
BELGIUM.					
4	J. R. Jones, minister.....	7,500 00	717 17		8,217 17
BOLIVIA.					
5	L. Markbreit, minister.....	7,500 00	535 85	\$655 75	8,691 00
BRAZIL.					
6	J. R. Partridge, minister.....	12,000 00	426 01		
7	R. C. Shannon, secretary of legation.....	1,800 00			
		13,800 00	426 01		14,226 01
CHILE.					
8	J. P. Root, minister.....	10,000 00			10,000 00

A.—Statement of the expenses of all missions abroad, &c.—Continued.

No.	Mission.	Salary.	Contingen- cies.	Loss by ex- change.	Total.
COLOMBIA.					
9	S. A. Hurlbut, minister.....	\$7,500 00			\$7,500 00
CHINA.					
10	F. F. Low, minister.....	12,000 00	\$918 76	\$73 09	
11	S. W. Williams, secretary of legation.....	5,000 00		308 39	
		17,000 00	918 76	381 48	18,299 24
COSTA RICA.					
12	J. B. Blair, minister.....	7,500 00	299 11	358 07	8,157 18
DENMARK.					
13	M. J. Cramer, minister.....	7,500 00	365 91	297 53	8,163 44
ECUADOR.					
14	E. R. Wing, minister.....	7,500 00	283 27	432 55	8,215 82
FRANCE.					
15	E. B. Washburne, minister.....	17,500 00	4,379 28	4 92	
16	W. Hoffman, secretary of legation.....	2,625 00			
17	F. Moore, assistant secretary of legation.....	2,000 00			
18	G. Washburne, assistant secretary of legation.....	1,500 00			
		22,625 00	4,379 28	4 92	27,009 20
GERMAN EMPIRE.					
19	George Bancroft, minister.....	17,500 00	2,771 56	65 92	
20	A. Bliss, secretary of legation.....	2,500 00			
21	N. Fish, assistant secretary of legation.....	1,800 00			
		21,800 00	2,771 56	65 92	24,637 48
GREECE.					
22	C. K. Tuckerman, late minister.....	3,199 73	60 22	360 31	
23	J. M. Francis, minister.....	4,368 13	178 72	5 92	
		7,567 86	238 94	266 23	8,073 03
GREAT BRITAIN.					
24	Robert C. Schenck, minister.....	17,500 00	2,985 63		
25	Benjamin Moran, secretary of legation.....	2,625 00			
26	M. Woodhull, assistant secretary.....	2,000 00			
		22,125 00	2,985 63		25,110 63
GUATEMALA.					
27	S. A. Hudson, minister.....	7,500 00			7,500 00
HAWAIIAN ISLANDS.					
28	H. A. Peirce, minister.....	7,500 00	178 46		7,678 46
HAYTI.					
29	E. D. Bassett, minister.....	7,500 00	368 99		7,868 99
HONDURAS.					
30	Henry Baxter, minister.....	7,500 00			7,500 00
ITALY.					
31	G. P. Marsh, minister.....	12,000 00	428 65	31 02	
32	G. W. Wurte, secretary of legation.....	1,800 00			
		13,800 00	428 65	31 02	14,259 67

A.—Statement of the expenses of all missions abroad, &c.—Continued.

No.	Mission.	Salary.	Contingen- cies.	Loss by ex- change.	Total.
JAPAN.					
33	C. E. Delong, minister.....	\$10,000 00	\$804 38		
34	J. C. Hepburn, interpreter.....	2,500 00			
		12,500 00	604 38		\$13,104 38
LIBERIA.					
35	J. M. Turner, minister.....	4,000 00	252 74		4,252 74
MEXICO.					
36	T. H. Nelson, minister.....	12,000 00	1,773 60		
37	P. C. Bliss, secretary of legation.....	1,800 00			
		13,800 00	1,773 60		15,573 60
NETHERLANDS.					
38	C. T. Gorham, minister.....	7,500 00	417 10	\$4 57	7,921 67
NICARAGUA.					
39	C. N. Riote, minister.....	7,500 00	445 48		7,945 48
PARAGUAY AND URUGUAY.					
40	J. L. Stevens, minister.....	11,250 00	84 58	300 00	11,634 58
PERU.					
41	Thomas Settle, minister.....	10,000 00	129 20		
42	H. M. Brent, secretary of legation.....	1,500 00			
		11,500 00	129 20		11,629 20
PORTUGAL.					
43	C. H. Lewis, minister.....	7,500 00	352 79	45 88	7,898 67
RUSSIA.					
44	A. G. Curtin, minister.....	12,000 00	1,521 25		
45	E. Schuyler, secretary of legation.....	1,800 00			
		13,800 00	1,521 25		15,321 25
SALVADOR.					
46	Thomas Biddle, minister.....	5,074 73	165 22		5,239 95
SPAIN.					
47	D. E. Sickles, minister.....	12,000 00	2,834 62	325 46	
48	A. A. Ades, secretary of legation.....	1,800 00			
		13,800 00	2,834 62	325 46	16,960 08
SWEDEN.					
49	C. C. Andrews, minister.....	7,500 00	864 23	362 99	8,727 22
SWITZERLAND.					
50	H. Rublee, minister.....	7,500 00	369 65		7,868 65
TURKEY.					
51	George H. Boker, minister, (from Dec. 11, 1871).....	4,175 82	968 12		
52	J. P. Browne, late charge.....	1,875 00	1,409 63	65 37	
		6,050 82	2,377 75	65 37	8,493 94
VENEZUELA.					
53	William A. Pile, minister.....	7,500 00	409 18	108 81	8,017 99

A.—Statement of the expenses of all missions abroad, &c.—Continued.

No.	Mission.	Salary.	Contingen- cies.	Loss by ex- change.	Total.
	UNITED STATES BANKERS, LONDON.				
54	Baring Bros & Co.			\$1,778 14	
55	Clews, Habicht & Co.			981 65	
				2,759 79	\$2,759 79
	UNITED STATES DISPATCH AGENTS.				
56	B. F. Stevens, agent.	\$2,000 00	\$18,085 79		20,085 79
	Total.	380,599 73	46,782 22	6,416 46	433,798 41

REMARKS.

8. No accounts for contingencies received.
 9. Accounts incomplete.
 10. Accounts for first and second quarter of 1872 not received.
 18. Salary commences April 1, 1872.
 23. Salary from December 11, 1871.
 24. Second quarter of 1872 not yet received.
27. No contingent accounts received.
 30. No accounts received for over two years.
 33. Contingent accounts for first and second quarter, 1872, not received.
 46. Salary from October 21, 1871.
 51. Salary from December 11, 1871.

B.—Statement of consular salaries, fees, and loss by exchange for the fiscal year ended Jan 30, 1872, as shown by accounts adjusted.

Consulate.	Salaries.	Fees.	Loss.	Remarks.
Acapulco.	\$2,000 00	\$301 55		
Aix-la-Chapelle.	2,500 00	2,937 50		
Agency.	2,120 04	2,669 00	\$0 91	
Alexandria.	3,667 58	85 58	50 84	Inclusive of salary of consular clerk from May 1 to June 30.
Algiers.	1,500 00	95 01	115 86	Accounts for first and second quarter 1872, not received.
Amoor River.	500 00	43 12		
Amsterdam.	1,000 00	1,306 27		
Agency.	173 78	173 78		
Amoy.	3,818 58	1,576 33	377 53	Inclusive of home transit of late consul.
Antwerp.	2,500 00	2,998 69	4 96	
Apia.	750 00	91 83	176 12	Account for second quarter, 1872, not received.
Aspinwall.	2,500 00	2,574 59		Accounts for first and second quarter 1872, not received.
Aux Cayes.	250 00	281 56		
Bahia.	1,000 00	890 60		
Bangkok.	3,000 00	178 22	824 32	
Barcelona.	1,500 00	312 54	72 74	
Barmen.	2,000 00	7,496 00	86 59	Inclusive of additional compensation allowed when fees reach \$3,000.
Agencies.	3,086 71	5,580 50		Inclusive of home transit of late consul.
Basle.	2,109 89	3,954 00	32 43	
Agency.	2,000 00	3,100 00		
Batavia.	1,068 68	1,038 24	30	
Bay of Islands.	1,000 00	478 53	12 74	
Belrut.	2,380 49	446 41	49 59	Inclusive of salary of consular clerk November 17, 1871.
Belfast.	2,000 00	12,175 71		
Berlin.	3,787 35	9,315 50		
Birmingham.	2,500 00	12,325 50		
Agencies.	5,000 00	6,021 50		
Bordeaux.	2,000 00	6,777 49		
Boulogne.	1,500 00	110 00	51 18	
Bradford.	3,939 31	10,488 50		
Bremen.	3,000 00	4,365 50		
Brindisi.	1,310 42	6 50		
Brussels.	3,819 18	5,437 00	73 54	Partial returns. Inclusive of instruction and transit salaries.
Buenos Ayres.	2,500 00	4,961 63		
Cadiz.	1,500 00	1,068 76	37 48	
Calcutta.	6,100 54	6,130 84	39 68	Inclusive of consul-general's transit of his post of duty.
Callao.	3,500 00	2,419 11		
Canes.	1,000 00	2 00	99 80	
Canton.	4,000 00	1,975 70	357 22	
Cape Haytien.	1,000 00	498 89		
Cape Town.	1,473 84	367 20	63 01	Inclusive of instruction and transit salaries.
Agency.	1,047 37	1,047 37		

B.—Statement of consular salaries, fees, and loss by exchange, &c.—Continued.

Consulate.	Salaries.	Fees.	Loss.	Remarks.
Carthagen	\$500 00	\$513 22		
Ceylon	651 09	300 85	\$2 18	Partial returns for the year.
Chemnitz	2,000 00	9,813 00		
Chin Kiang	3,880 41	2,043 40	397 42	Inclusive of instruction, transit, and exequatur salaries.
Clifton	2,000 00	5,137 50		Inclusive of the additional compensation allowed when fees reach \$3,000.
Agency	217 00	217 00		Do.
Coaticook	2,000 00	7,144 00	3 75	
Agencies	2,745 50	2,745 50		
Constantinople	3,000 00	550 38	180 75	
Cork	2,054 35	1,363 56		Inclusive of home transit of late consul.
Agency	37 57	37 57		
Cyprus	1,000 00		65 00	
Demerara	2,000 00	2,298 93		
Dresden	2,163 07	3,337 00		No returns received since Dec. 31, 1871.
Dundee	2,260 87	7,349 75	2 18	Inclusive of instruction and transit sala- ries.
Agency	581 25	581 25		
Elsinore	1,500 00	44 00	54 24	
Agency	4 00	4 00		
Fayal	750 00	565 87		
Foo-Chow	3,500 00	1,458 83	334 60	
Fort Erie	1,500 00	2,892 25		
Agencies	657 00	657 00		Partial returns.
Frankfort-on-the-Main	3,190 22	3,466 50		Inclusive of consular clerk's salary to September 8, 1871. Fee returns not complete.
Funchal	1,500 00	134 17	114 66	
Gaboon	1,000 00	37 03	7 52	
Geneva	1,500 00	1,402 25		
Genoa	1,500 00	1,711 52		
Gibraltar	1,500 00	773 50		
Glasgow	3,000 00	12,878 21		
Goderich	1,500 00	585 37		
Agency	2,107 88	2,077 00		
Guaymas	1,000 00	840 89		
Guayaquil	750 00	628 47		
Hakodadi	3,994 53	357 22	368 39	Inclusive of instruction and transit sala- ries.
Halifax	2,000 00	3,468 29	2 91	
Agencies	586 72	586 72		
Hamburg	2,000 00	8,918 00	70 44	
Agencies	1,928 54	1,928 54		
Hamilton	2,555 18	4,110 50		Account for expenses second quarter, 1872, not received.
Agencies	2,185 00	2,185 00		
Hankow	3,000 00	1,044 06	412 57	
Havana	7,982 38	20,108 04		Inclusive of salary of consular clerks.
Agency	858 14	858 14		
Havre	6,000 00	5,886 01	4 55	
Hong-Kong	2,625 00	7,024 46		Account for second quarter, 1872, not re- ceived.
Honolulu	4,000 00	4,957 48		
Jerusalem	1,125 00	28 00	121 89	Account for second quarter, 1872, not re- ceived.
Kanagawa	3,000 00	5,480 21	1,203 47	Inclusive of \$1,110.14 paid late consul for loss by exchange.
Kingston, Canada	1,500 00	1,674 18		
Agencies	3,037 00	3,037 00		
Kingston, Jamaica	2,000 00	2,218 87	3 54	
Laguayra	750 00	270 50		Returns incomplete.
Lanthala	1,000 00	80 44	177 69	
La Rochelle	1,500 00	304 00	79 21	
Agencies	2,923 06	2,923 06		
Leeds	2,000 00	2,570 48		
Agencies	1,218 68	2,225 57		
Leghorn	1,500 00	2,228 94	60	
Leprie	3,000 00	7,680 00		Inclusive of consular clerk's salary and additional compensation when fees reach \$3,000.
Leith	3,169 21	3,169 21		
Agency	2,100 00	2,100 00		
Lisbon	750 00	547 02	65 88	Half year's report to December 31, 1871.
Liverpool	8,141 31	40,244 96		Inclusive of consular clerk's pay from November 10, 1871.
Agency	2,034 91	3,731 00		
London	7,500 00	58,027 21		
Lyons	2,000 00	10,649 75	111 97	
Agency	2,105 05	3,758 50		
Malaga	1,500 00	1,772 75		
Malta	1,500 00	140 28	75 29	
Manchester	3,000 00	33,326 47		
Manhattan	1,000 00	266 08		
Muscat	3,019 33	3,958 99	41 23	Inclusive of consular clerk's salary from October 1, 1871, to April 7, 1872.

B.—Statement of consular salaries, fees, and loss by exchange, &c.—Continued.

Consulate.	Salaries.	Fees.	Loss.	Remarks.
Agencies	\$1,290 49	\$1,290 49		
Matamoras	2,000 00	882 25	\$17 92	
Agency	1,660 00	1,660 00		
Mantanzas	2,500 00	4,755 66		
Agencies	3,090 05	5,189 47		
Mauritius	2,500 00	342 59	107 76	
Mayence				Accounts imperfect.
Melbourne	4,000 00	2,674 26	23 57	
Messina	1,500 00	2,611 27		
Mexico	950 54	499 00		Accounts received up to June 12, 1872.
Montevideo	1,205 36	1,291 39		Inclusive of transit and instruction salaries.
Montreal	4,000 00	6,222 17		
Agencies	3,526 25	3,526 25		
Munich	1,500 00	1,253 50	34 68	
Nagasaki	3,000 00	914 34	343 57	
Nantes	1,500 00	270 50	32 04	
Naples	1,125 00	1,575 34		Account for second quarter, 1872, not received.
Nassau, N. P.	2,000 00	1,505 74		
Newcastle-upon-Tyne	1,500 00	1,604 50		
Agencies	1,660 00	1,660 00		
Nice	1,500 00	517 50	42 03	
Nuremberg	4,003 44	7,377 50		
Odessa	2,000 00	115 85	281 52	
Omaha and Truxillo	750 00	11 42		Account for second quarter, 1872, not received.
Oporto	1,125 00	228 96	59 96	Do.
Osaka and Higo	3,651 11	2,161 99	101 27	Inclusive of instruction and transit salaries.
Palermo	1,500 00	1,765 45		
Agencies	410 64	410 64		
Panama	3,500 00	2,136 04		
Para	1,000 00	2,164 52		
Paris	8,000 00	54,826 00		
Agency	1,023 00	1,023 00		
Paso del Norte	500 00	34 50		
Payta	500 00	336 09		
Pernambuco	2,000 00	1,200 14	95 35	
Pictou				No returns received.
Piræus	1,245 32	15 25	54 31	Inclusive of instruction and transit salaries.
Port Mahon	1,500 00	181 01	44 14	
Agency	5 00	5 00		
Port Said	2,000 00		105 00	
Port Stanley	750 00	258 63		Account for second quarter, 1872, not received.
Prescott	1,500 00	1,521 00	1 05	
Agencies	4,085 44	4,371 50		
Prince Edward Island	1,500 00	820 94	13 93	
Agencies	134 65	134 65		
Quebec	1,500 00	1,350 26	2 72	
Rio de Janeiro	1,780 21		60 45	Accounts unsettled; the consular charge of an alien.
Rio Grande do Sul	1,089 42	568 27		Inclusive of instruction salary.
Rome	1,703 80	1,330 55	42 63	Inclusive of \$203.80, consular clerk's salary.
Rotterdam	2,000 00	2,088 41	20 92	
Agencies	2,002 00	2,239 81		
Sabanilla				Returns incomplete.
St. Catharine's	1,500 00	99 01		
St. Domingo	1,500 00	416 19	12 82	
St. Helena	1,500 00	553 92	18 29	
St. John's, Canada	2,000 00	3,544 00		
St. John's, New Brunswick	3,797 94	6,318 81		
Agencies	2,873 09	2,873 09		
St. Paul de Loando	250 00			Accounts for the fourth quarter, 1871, and first and second quarters 1872, not received.
St. Petersburg	1,500 00	304 00	149 03	Account for third quarter, 1871, not received.
St. Thomas	4,250 36	1,671 81	6 51	Inclusive of transit salary.
San Juan del Norte	2,103 30	423 28		Inclusive of instruction salary.
San Juan, Porto Rico	2,000 00	986 50		
Agencies	4,816 16	4,816 16		
San Juan del Sur	1,500 00	381 40		Account for second quarter 1872, not received.
Santa Cruz	1,598 17	283 06	9 52	
Agency	376 67	376 67		
Santiago, Cape Verde	750 00	119 34	70 08	

B.—Statement of consular salaries, fees, and loss by exchange, &c.—Continued.

Consulate.	Salaries.	Fees.	Loss.	Remarks.
Santiago de Cuba	\$2,500 00	\$914 62		
Sarnia	1,500 00	1,872 75		
Agency	15 00	15 00		
Seychelles	662 87	22 66	\$25 96	
Shanghai	6,000 00	11,022 45		Inclusive of consular clerks' salaries.
Sheffield	4,451 49	9,496 00		
Agencies	2,754 35	10,388 25		
Singapore	3,525 81	1,700 45	232 01	Inclusive of transit salaries.
Agency	250 93	250 93		
Smyrna	2,000 00	1,767 15	27 53	
Sonneberg	3,875 63	6,004 00		
Southampton	1,000 00	314 50		Accounts for first and second quarters 1872, not received.
Spezia	1,500 00	10 67	111 57	
Stettin	1,073 37	290 35	34 56	
Agencies	222 65	222 65		
Stuttgart	2,000 00	3,070 00	19 06	Inclusive of additional compensation allowed when fees reach \$3,000.
Swatow	3,500 00	566 02	584 53	
Tabasco	500 00	377 35		
Tahiti	1,271 73	856 02	23 61	Inclusive of instruction and transit salaries.
Talcahuano	1,000 00	596 70		
Tamatave	2,000 00	32 19	252 79	
Tampico	1,586 50	333 24		Inclusive of instruction salary.
Tangier	3,655 61	16 00	226 07	Inclusive of accounts suspended in 1870 and 1871.
Toronto	2,000 00	4,766 00		Inclusive of additional compensation allowed when fees reach \$3,000.
Agencies	3,904 56	4,257 50		
Trieste	2,000 00	1,428 04		
Agency	22 00	22 00		
Trinidad de Cuba	2,500 00	499 38		
Tripoli	3,000 00		111 39	
Tumbez	676 62	205 94		Inclusive of transit salary.
Tunis	3,000 00			
Tunstall	2,146 75	8,851 27		Inclusive of additional compensation and transit salaries.
Turk's Islands	2,000 00	548 29	74 29	
Agencies	404 94	404 94		
Valencia	1,162 07	17 50		Returns imperfect.
Valparaiso	3,000 00	1,787 65		
Venice	750 00	470 71	31 20	
Vera Cruz	3,500 00	1,845 36		
Vienna	2,000 00	6,572 50	66 63	Inclusive of additional compensation allowed when fees reach \$3,000.
Agencies	570 50	570 50		
Windsor	1,500 00	2,504 00		
Agencies	1,423 00	1,423 00		
Winnipeg	1,500 00	362 00		
Yedo	750 00	23 50	80 72	Settled to September 30, 1871.
Zanzibar	1,140 81	154 10	148 96	Account for second quarter of 1872 not received.
Zurich	2,000 00	4,149 85	4 28	Inclusive of additional compensation allowed when fees reach \$3,000.
Agency	2,085 00	2,842 25		
Agents to examine consular affairs.	5,000 00			
Total	472,990 11	706,907 95	10,235 00	

RECAPITULATION.

Total fees received		\$706,907 95
salaries paid	\$472,990 11	
loss by exchange	10,235 00	
		483,225 11
Excess of fees over salaries and loss by exchange		223,682 84

B 1.—Expenditures on account of sundry appropriations from July 1, 1871, to June 30, 1872, as shown by adjustments in this office.

For interpreters to the consulates in China, Japan, and Siam.....	\$7,214 64
For salaries of the marshals of the consular courts in Japan, including that at Nagasaki, and in China, Siam, and Turkey.....	5,591 44
For rent of prisons for American convicts in Japan, China, Siam, and Turkey.....	2,011 35
For expenses of the consulates in the Turkish dominions, viz: Interpreters, guards, and other expenses of the consulates at Constantinople, Smyrna, Candia, Alexandria, Jerusalem, and Beirut.....	3,104 04

C.—Statement showing the amount expended by the consular officers of the United States for the relief of American seamen, the money received by said officers for extra wages, &c., and the loss by exchange incurred by them during the fiscal year ended June 30, 1872.

Consulate.	Expended.	Received.	Loss by exchange
Acapulco.....	\$710 75		
Amoy.....		\$44 00	
Amsterdam.....	1,316 80		64 75
Antigua.....	54 00		
Antwerp.....	1,292 59	179 15	
Aspinwall.....	1,067 00	575 00	
Bangkok.....	44 40		
Barbados.....	189 16	253 60	
Batavia.....	3,253 64	61 22	27 14
Bathurst.....	76 49	49 25	
Bay of Islands, New Zealand.....	813 95	518 00	11 75
Belfast.....		63 97	
Bermuda.....	20 36	237 90	
Bombay.....	154 27	61 98	
Bordeaux.....		27 92	
Bradford.....	2 90		
Bremen.....	76 69	76 55	
Bristol.....	62 52	33 28	
Buenos Ayres.....	749 62	197 66	
Cadix.....	668 70	63 76	51 74
Calcutta.....	501 62	775 52	
Callao.....	3,176 75	1,979 55	
Canton.....	19 00		
Cape Haytien.....	94 65		
Cape Town.....	223 03	211 67	
Cardiff.....	74 88	196 44	
Constantinople.....	7 65	25 00	
Cork.....	131 28	109 37	4 75
Coruna.....	30 10		
Curaçoa.....	74 70		
Demerara.....	28 59	607 47	
Dublin.....	96 30		
Dundee.....	19 35		
Elsinore.....	101 07	293 12	
Fayal.....	3,953 04	451 99	
Gaboon.....	27 00		
Geestemunde.....	119 11	1,757 95	
Genoa.....	233 29	170 43	
Gibraltar.....	91 36	154 72	
Glasgow.....	5 77		
Guayaquil.....	661 20		
Guaymas.....		5 20	
Hakodadi.....	36 00		
Halifax.....	360 59		
Hamburg.....	2 16	1,026 39	
Havana.....	612 00	1,214 20	
Havre.....	365 22	138 99	
Hilo.....			
Hong-Kong, (quarter ended June 30, 1872, not received)	928 50	358 30	
Honolulu.....	120,425 85	961 14	
Kanagawa.....	408 50	368 10	
Kingston, Jamaica.....	142 56	683 21	
La Paz.....	19 00		
Leeds.....	7 56		
Leghorn.....		133 08	
Lisbon.....	25 92	40 00	
Liverpool.....	440 98	3,509 34	
London.....	845 63	440 00	
Madagascar.....	5 00		

* Inclusive of \$116,452.60 expended on account of the destruction, by ice, of the whaling-boat in the Arctic Ocean.

C.—Statement showing the amount expended by the consular officers, &c.—Continued.

Consulate.	Expended.	Received.	Loss by exchange.
Malaga.....	\$2,474 44	\$304 35	\$165 14
Manchester.....	9 88		
Manila.....	795 05	380 94	
Marselles.....	478 30	60 00	
Matanzas.....	134 07	181 38	70 53
Matritius.....	1,192 63	80 00	53 00
Melbourne.....	133 04	106 57	
Minatitlan.....	14 88		
Montrovia.....	47 00		
Montevideo.....	880 21		
Nagasaki.....		57 40	
Naples.....	50 45		
Nassau, Bahamas.....	2,251 66	139 00	
Panama.....	907 85	257 00	
Para.....		71 36	
Paramaribo.....	975 80		19 80
Paris.....	3 86		
Payta.....	4,216 43	120 00	
Pernambuco.....	744 02		63 03
Piræus.....	3 62		
Quebec.....	484 00		3 65
Rio de Janeiro.....	71 45	213 19	
Rio Grande, Brazil.....	1,617 60	70 00	
Rotterdam.....	230 36	63 06	
St. Catherine's, Brazil.....	103 97	20 00	
St. Croix, West Indies.....	21 00	36 04	
St. Domingo City.....	53 76		
St. Helena.....	359 71	213 50	
St. John's, New Brunswick.....	45 00	94 35	
St. John's, Newfoundland.....	288 11		4 32
San Juan, Porto Rico.....	521 45	15 34	
St. Martin, West Indies.....	8 42		
St. Pierre, Miquelon.....	367 95		
St. Thomas, West Indies.....	676 50		93
San Andres.....	46 80		
San Juan del Norte.....	101 40		
Santiago, Cape Verde Islands.....	763 94	131 11	70 24
Santiago de Cuba.....	180 23		1 71
Sydhelles.....		20 00	
Singhai.....	789 17	1,682 33	
Sheffield.....	5 21		
Singapore.....	869 05	1,075 86	
Stettin.....	13 40		54
Stockholm.....	8 53		
Swatow.....	50 00	421 51	8 82
Sydney, Australia.....	1,129 08	235 68	78 67
Talcahuano.....	4,349 65	400 00	
Tahiti.....	1,432 10	417 40	95 19
Tampico.....	61 00		
Teneriffe.....	232 50	67 02	40 54
Toronto.....	41 50		
Trieste.....	66 25	40 25	
Trinidad de Cuba.....		28 20	
Yambez.....	148 00	321 00	
Valparaiso.....	386 26	852 15	
Venice.....	23 81	3 86	2 09
Vera Cruz.....	112 00		
Victoria, Vancouver's Island.....	184 00	25 00	

RECAPITULATION.

Total amount of expenditures and loss by exchange.....	\$179,147 66
Amount of extra wages received.....	27,548 22
Excess of disbursements over receipts.....	151,599 44

D.—Statement of the number of destitute American seamen sent to the United States, and the amount paid for their passage, from the following consulates, during the fiscal year ended June 30, 1872.

Consulates.	Number of seamen.	Amount.	Consulates.	Number of seamen.	Amount.
Acapulco.....	17	\$170 00	Padang.....	1	81
Antigua.....	4	40 00	Palermo.....	6	60
Arifo.....	3	30 00	Panama.....	35	350
Aspinwall.....	81	810 00	Paramaribo.....	4	40
Auckland.....	4	40 00	Pernambuco.....	3	30
Bahia.....	1	10 00	Point-a-Pitre.....	1	10
Barbados.....	2	20 00	Port Hastings.....	5	50
Batavia.....	2	20 00	Port Louis.....	23	230
Bay of Islands.....	5	50 00	Ponce.....	1	10
Bermuda.....	2	20 00	Porto Rico.....	2	20
Buenos Ayres.....	1	10 00	Puenta Arenas.....	1	10
Cadiz.....	3	30 00	Rio de Janeiro.....	9	90
Callao.....	7	70 00	Rio Grande do Sul.....	4	40
Cape Town.....	1	10 00	Riratan.....	1	10
Cardenas.....	3	30 00	Sagua la Grande.....	3	30
Cardiff.....	2	20 00	San José.....	2	20
Cow Bay.....	6	60 00	San Juan.....	10	100
Cronstadt.....	2	20 00	Santiago, C. V.....	7	70
Curacao.....	6	120 00	Santiago de Cuba.....	2	20
Demerara.....	3	30 00	Scammon's Lagoon.....	32	320
Fayal.....	77	1,582 00	Shanghai.....	3	30
Gaboon.....	3	30 00	Sydney.....	9	90
Genoa.....	2	20 00	Singapore.....	6	60
Geestmünde.....	2	79 20	Sourabaya.....	1	10
Hakodadi.....	16	160 00	St. Ann's Bay.....	1	10
Halifax.....	23	167 00	St. Croix.....	4	40
Hamburg.....	3	30 00	San Domingo.....	1	10
Havana.....	38	390 00	St. Helena.....	1	10
Havre.....	1	10 00	St. John's.....	3	30
Honolulu.....	211	2,110 00	St. Kitt's.....	4	40
Inagua.....	5	50 00	St. Martin.....	4	40
Kanagawa.....	26	260 00	St. Thomas.....	2	20
Kingston.....	9	90 00	Tabasco.....	4	40
La Paz.....	3	30 00	Tahiti.....	12	120
Liverpool.....	26	260 00	Talcabhuana.....	7	70
London.....	5	50 00	Tampico.....	5	50
Long Cay, C. I.....	3	30 00	Teneriffe.....	4	40
Malaga.....	3	30 00	Trinidad.....	2	20
Manila.....	6	60 00	Tumacoa.....	1	10
Manzanillo.....	4	40 00	Vera Cruz.....	3	30
Maranham.....	2	20 00	Victoria.....	11	110
Minatitlan.....	4	40 00	Yamsek.....	3	30
Mazatlan.....	6	60 00	Zanzibar.....	2	20
Merida.....	1	10 00			
Montevideo.....	1	10 00			
Nassau, New Providence.....	95	950 00	Total.....	1,012	12,000

American seamen picked up in the Arctic Ocean from the wreck of the whaling-boat, in September, 1871, and taken into Honolulu, 1,173. \$41 00
 American seamen picked up at sea and taken into the United States by different vessels 37. 30

D 1.—Statement showing the amount expended in bringing to the United States American men charged with crime during the fiscal year ended June 30, 1872.

Consulates.	Number of seamen.	Amount.
Monrovia.....	3	\$30 00
Palermo.....	1	10 00
Rio de Janeiro.....	1	10 00
St. Thomas.....	1	10 00
Tahiti.....	12	120 00
Total.....		2 60 00

E.—Statement showing the amount refunded to citizens, seamen, or their representatives, directly from the United States Treasury, the several sums having been previously paid therein by consular officers, during the fiscal year ended June 30, 1872.

J. H. Bartlett & Sons, owners bark Canton Packet.....	\$245 90
Edward Cornes, citizen, estate of.....	1, 297 80
James H. Crutchett, citizen, estate of.....	105 89
Gilbert L. Huson, seaman, estate of.....	40 27
J. W. Ruggles, citizen, estate of.....	291 36
Robert Sellars, citizen, estate of.....	5, 477 04
Lewis Stinson, seaman, estate of.....	49 31
Nunzio Virzini, citizen, estate of.....	29 50
G. H. Wilson, seaman, estate of.....	695 57
Total.....	<u>8, 232 64</u>

F.—Department accounts received and settled for the fiscal year ended June 30, 1872.

State Department:

Publishing laws in pamphlet form.....	\$57, 505 80
Proof-reading and packing.....	2, 998 00
Copper-plate printing, books, maps, &c.....	2, 078 00
Rescue of American citizens from shipwreck.....	2, 448 52
Expenses under the neutrality act.....	243 41
Stationery, furniture, &c.....	3. 351 30
Contingent expenses of foreign intercourse and missions abroad.....	\$26, 326 34
The same settled on Department of State approval.....	7, 216 21
Contingent expenses of consuls.....	37, 818 47
The same settled on Department of State approval.....	52, 807 74
Salary and expenses of United States and British claim commis- sion.....	90, 626 21
Salary and expenses of United States and Spanish claim commis- sion.....	69, 614 57
Salary and expenses of United States and Mexican claim commis- sion.....	9, 532 27
Salary and expenses of United States commissioner to Texas.....	19, 423 63
Salary and expenses of United States commissioner to Texas.....	1, 607 00
Award to Hudson's Bay and Puget Sound.....	325, 000 00
	<u>617, 971 85</u>

Interior Department:

Expenses of taking ninth census.....	\$914, 366 93
Expenses of taking eighth census.....	6, 139 79
Miscellaneous and contingent expenses of Patent-Office.....	98, 416 70
Publishing Patent-Office Official Gazette.....	5, 425 00
Plates for Patent-Office Official Gazette.....	3, 327 76
Expenses for copies of drawings in the Patent-Office.....	39, 972 26
Expenses of packing and distributing congressional documents.....	6, 979 90
Expenses of building hall in Smithsonian Institute.....	10, 000 00
Preservation of collections of United States exploring expeditions.....	10, 000 00
	<u>1, 094, 628 34</u>

Post-Office Department:

Contingent expenses of Post-Office Department.....	\$58, 626 31
Contingent expenses for stationery, fuel, gas, &c.....	12, 268 26
	<u>70, 894 57</u>

G.—Statement showing the expenses of assessing the internal-revenue taxes in the several collection districts, including the salaries, commissions, and allowances of the assessors, their contingent expenses, and the compensation of assistant assessors and store-keepers, from July 1, 1871, to June 30, 1872.

District.	Gross compen-	Tax.	Compensation.	Clerk-hire.	Stationery.	Printing and ad- vertising.	Postage and ex- press.	Rent of assessors.	Survey of distric- teries.	Net compensa- tion of assessors.	Net compensa- tion of store- keepers.	Tax on compen- sation of assis- tant assessors.	Total
ALABAMA.													
First district.			\$2,492 66	\$1,800 00	\$199 87	\$17 75	\$97 72	\$270 00		\$8,848 53	\$1,140 00		\$14,596 53
Second district.			2,500 00	1,800 00	192 59	33 50	119 44	90 00		10,118 58			15,023 81
Third district.			2,500 00	915 33	35 76	36 25	17 60		\$108 30	4,399 10			8,102 36
Total.			7,492 66	4,515 33	427 94	87 50	234 76	360 00	108 30	23,336 21	1,140 00		37,733 70
ARIZONA.													
Arizona.			2,500 00		56 77	84 00	19 32	300 00		1,637 19			4,590 28
ARKANSAS.													
First district.			3,512 16	1,375 00	190 20	120 91	135 55	190 00		6,161 63	132 00	\$24 82	11,907 45
Second district.		\$5 47	2,604 11	1,200 00	156 75	8 25	15 14	480 00		4,384 81			8,859 06
Third district.			2,500 00	541 66	53 99	5 00	34 47	150 00		4,018 44		8 56	7,303 56
Total.			8,616 27	3,116 66	400 94	134 16	185 16	810 00		14,544 88	132 00		27,940 07
CALIFORNIA.													
First district.			4,923 90	5,486 79	260 03	41 11	34 75	2,008 78	10 00	26,024 28	5,505 00		44,366 64
Second district, (old).			311 53							26,499 30		16 50	13,810 97
Third district.		9 17	3,309 92	972 30	135 34	109 50	73 01	360 00	201 00	7,136 43	1,565 00		13,661 49
Fourth district.			3,416 51	2,000 00	155 00	4 90	143 00	500 00		12,205 83			18,595 16
Fifth district.			2,541 06	1,500 00	50 03	28 50	20 50	300 00	55 25	6,132 93			10,646 27
Total.			14,312 87	9,961 19	600 40	183 91	270 26	3,168 78	266 25	52,178 86	7,070 00		86,012 53
COLORADO.													
Colorado.			2,240 00	1,200 00	54 34	610 00	40 00	400 00		4,265 74			6,014 19

CONNECTICUT.											
First district.....	3,184 77	900 00	24 75	13 34	71 15	927 50	.....	6,509 26	6,051 52	.....	17,572 30
Second district.....	2,747 43	1,200 00	44 83	8 50	80 48	100 00	.....	6,240 09	.....	.....	10,461 83
Third district.....	1,723 63	800 00	16 55	3 00	46 09	300 00	.....	4,526 81	1,084 00	.....	8,500 10
Fourth district.....	1,860 65	600 00	51 69	9 50	45 57	75 00	.....	6,347 32	.....	.....	9,189 73
Total.....	10,066 48	3,700 00	137 82	34 34	243 29	742 50	.....	23,664 10	7,135 52	.....	45,724 05
DAKOTA.											
Dakota*.....	3,392 85	69 64	3,323 21	.....	79 37	.....	.....	2,005 13	.....	.....	5,560 57
DELAWARE.											
Delaware.....	.....	.....	2,985 90	.....	83 18	.....	38 50	7,053 92	.....	.....	11,622 17
DISTRICT OF COLUMBIA.											
District of Columbia*.....	2,031 41	13	2,031 28	1,500 00	54 32	20 00	.....	5,953 13	.....	.....	9,981 73
FLORIDA.											
Florida*.....	.....	.....	2,500 00	1,395 00	137 41	63 75	.....	10,390 10	.....	.....	14,852 36
GEORGIA.											
First district.....	2,051 61	1,587 12	93 42	.....	38 95	500 00	.....	9,989 68	.....	.....	14,253 08
Second district.....	2,637 83	1,500 00	136 16	12 00	103 90	375 00	.....	11,223 78	.....	29 23	16,004 27
Third district.....	2,821 84	1,500 00	90 99	16 55	132 31	132 50	.....	12,769 61	.....	35 99	17,543 50
Fourth district.....	2,862 14	1,800 00	70 87	19 00	90 43	341 25	.....	10,923 30	569 00	14 05	16,695 89
Total.....	10,393 42	6,387 12	391 44	48 15	384 89	1,408 75	.....	44,914 27	569 00	.....	64,497 04
IDAHO.											
Idaho.....	2,517 47	.....	31 01	59 00	18 00	600 00	.....	2,241 12	1,565 00	.....	7,031 60
ILLINOIS.											
First district.....	9,789 20	4,196 32	398 21	48 95	73 91	271 92	.....	17,036 10	17,302 50	.....	49,107 11
Second district.....	1,749 37	1,730 00	71 71	9 80	70 52	140 00	.....	3,894 36	488 00	.....	7,143 76
Third district.....	5,063 55	1,433 33	89 48	19 00	37 95	180 00	.....	6,019 32	2,139 00	.....	14,981 63
Fourth district.....	2,575 00	1,900 00	19 36	9 25	100 73	150 00	8 65	4,072 10	9,048 00	.....	20,723 09
Fifth district.....	9,355 33	1,500 00	148 84	.....	48 95	258 40	18 50	10,450 14	14,476 00	.....	36,265 16
Sixth district.....	2,733 17	400 00	1 00	7 75	12 40	200 00	.....	3,660 45	2,156 00	.....	8,570 77
Seventh district.....	3,329 26	900 00	55 66	14 50	30 72	90 62	.....	4,788 59	2,109 92	.....	11,229 27
Eighth district.....	5,644 33	1,589 98	103 15	28 45	79 69	.....	.....	8,393 44	5,767 09	21 87	21,662 43
Ninth district.....	2,926 59	540 00	16 24	.....	43 50	100 00	.....	3,512 33	2,656 00	.....	9,224 56

† Complete returns for the district not received at this office.

* Including items belonging to previous fiscal years not before adjusted.

G.—Statement showing the expenses of assessing the internal-revenue taxes in the several collection districts, including the salaries, commissions, and allowances of the assessors, their contingent expenses, and the compensation of assistant assessors and store-keepers, from July 1, 1871, to June 30, 1872.

District.	Gross compen- sation.	Tax.	Compensation.	Clerk-hire.	Stationery.	Printing and ad- vertising.	Postage and ex- press.	Rent of assessors.	Survey of distri- ct letters.	Net compen- sation of assas- sors.	Net compen- sation of store- keepers.	Tax on compen- sation of assas- sors and store-keepers.	Total.
ALABAMA.													
First district.	\$2,492 66		\$1,800 00	\$199 87	\$17 75	\$97 72	\$270 00			\$3,846 53	\$1,140 00		\$14,596 53
Second district.	2,500 00		1,800 00	192 29	33 50	119 44	90 00			10,118 58			15,023 81
Third district.	2,500 00		1,815 33	35 78	36 25	17 60			\$108 30	4,399 10			8,108 36
Total.	7,492 66		4,515 33	427 94	87 50	224 76	360 00		108 30	23,336 21	1,140 00		37,738 70
ARIZONA.													
Arizona.	2,500 00			58 77	64 00	19 32	300 00			1,637 19			4,590 28
ARKANSAS.													
First district.	3,512 16		1,275 00	190 90	190 01	125 55	180 00			6,161 63	132 00	\$24 82	11,907 45
Second district.	2,604 11	\$5 47	1,800 00	158 75	8 25	15 14	480 00			4,364 81			8,893 08
Third district.	2,500 00		541 66	53 99	5 00	34 47	130 00			4,018 44		8 56	7,303 56
Total.	8,616 27		3,116 66	400 94	124 16	165 16	810 00			14,544 88	132 00		27,940 07
CALIFORNIA.													
First district.	4,933 90		5,498 79	960 03	41 11	34 75	2,008 78		10 00	50,084 28	5,505 00		44,368 64
Second district (old).	311 58			135 34	109 50	73 01	360 00		901 00	499 39		16 50	810 97
Third district.	3,109 82	9 17	2,000 00	155 00	4 80	143 00	500 00			7,136 43	1,565 00		12,661 49
Fourth district.	3,416 51		1,500 00	50 03	98 50	20 50	500 00			12,303 85			18,965 18
Fifth district.	2,541 06			600 40	183 91	970 26	3,168 74		986 25	6,152 93	7,070 00		10,648 27
Total.	14,312 87		9,961 18							52,178 88			86,019 03
COLORADO.													
Colorado.	2,500 00		1,500 00	64 34	60 00	40 00	400 00			4,280 74			8,019 12

CONNECTICUT.

First district.....	3,784 77	900 00	94 75	13 34	71 15	927 50	.....	6,509 26	6,031 52	.....	17,572 20
Second district.....	2,747 43	1,200 00	44 83	8 50	80 48	100 00	.....	6,250 00	.....	.....	10,461 83
Third district.....	1,723 63	800 00	16 55	3 00	48 09	300 00	.....	4,526 83	1,084 00	.....	8,500 10
Fourth district.....	1,860 65	600 00	51 60	9 50	45 57	75 00	.....	6,347 32	.....	.....	9,189 73
Total.....	10,066 46	3,700 00	137 82	34 34	243 29	742 50	22,664 10	7,135 52	45,724 05

DAKOTA.

Dakota*.....	3,392 85	69 64	3,323 21	79 37	2,005 13	5,560 57
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DELAWARE.

Delaware.....	2,985 90	83 18	38 50	7,053 92	11,622 17
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DISTRICT OF COLUMBIA.

District of Columbia*.....	2,031 41	13	2,031 28	54 32	20 00	3 00	420 00	9,981 73
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FLORIDA.

Florida*.....	2,500 00	137 41	63 75	136 10	300 00	14,852 36
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GEORGIA.

First district.....	2,031 61	1,587 12	93 42	38 25	500 00	9,082 68	14,953 08
Second district.....	2,637 23	1,500 00	126 16	12 00	163 90	375 00	11,228 78	99 23	16,004 27
Third district.....	2,821 24	1,500 00	90 89	16 25	159 31	192 50	.....	12,769 61	.....	35 89	17,543 50
Fourth district.....	2,882 14	1,800 00	70 87	19 00	90 43	341 25	.....	10,923 20	569 00	14 05	16,685 29
Total.....	10,373 42	6,387 12	301 44	48 15	384 89	1,408 75	44,914 27	569 00	64,497 04

IDAHO.

Idaho.....	2,517 47	31 01	59 00	18 00	600 00	1,565 00	7,031 60
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ILLINOIS.

First district.....	9,789 20	4,196 32	388 21	48 95	73 91	271 92	17,036 10	17,392 50	49,107 11
Second district.....	1,749 37	1,720 00	71 71	9 60	70 52	140 00	.....	3,694 36	488 00	.....	7,143 76
Third district.....	5,063 55	1,433 33	89 48	19 00	37 95	180 00	.....	6,019 32	2,130 00	.....	14,981 63
Fourth district.....	5,575 00	1,200 00	19 36	9 25	100 73	150 00	8 65	4,672 10	9,048 00	.....	20,773 09
Fifth district.....	9,383 51	1,500 00	146 84	9 25	48 95	258 40	18 50	10,439 14	14,476 00	.....	36,265 16
Sixth district.....	2,733 17	1,400 00	1 00	7 75	12 40	200 00	.....	3,060 45	2,156 00	.....	8,570 77
Seventh district.....	3,229 26	900 00	53 66	14 50	30 72	90 62	.....	4,788 59	2,109 92	.....	11,229 27
Eighth district.....	5,644 33	1,399 98	103 15	28 45	79 69	.....	.....	8,393 44	5,787 09	21 87	21,662 43
Ninth district.....	2,956 59	540 00	16 24	.....	43 50	100 00	59 90	3,512 33	2,656 00	.....	9,724 56

* Including items belonging to previous fiscal years not before adjusted.

† Complete returns for the district not received at this office.

G.—Statement showing the expenses of assessing the internal-revenue taxes in the several collection districts, &c.—Continued.

District.	Gross compen-	Tax.	Compensation.	Clerk-hire.	Stationery.	Printing and ad-vertising.	Postage and ex-press.	Rent of assessors.	Survey of distric-tories.	Net compensa-tion of assist-ant assessors.	Net compensa-tion of store-keepers.	Tax on compen-sation of assessor and store-keepers.	Total.
ILLINOIS—Continued.													
Tenth district*	\$1,586 53	\$4 32	\$1,582 21	\$300 00	\$34 41	\$12 25	\$17 00	\$800 00	.....	\$4,398 95	.....	.....	\$6,544 82
Eleventh district* . . . . .	.....	.....	1,500 00	300 00	61 25	6 60	34 79	78 00	.....	3,703 69	.....	.....	5,684 33
Twelfth district*	3,905 85	2 51	3,903 34	980 10	64 03	14 25	48 00	179 00	\$12 50	5,002 39	\$1,076 00	\$5 85	11,209 61
Thirteenth district* . . . . .	.....	.....	1,492 85	300 00	28 72	34 25	.....	72 00	21 15	4,722 00	.....	4 51	6,650 97
Total . . . . .	.....	.....	54,554 20	14,369 73	1,082 06	205 05	598 16	1,919 94	117 00	79,682 86	57,238 51	.....	209,747 51
INDIANA.													
First district*	5,420 82	2 80	5,417 93	1,900 00	33 57	85 95	68 77	160 00	178 80	6,090 52	6,892 00	.....	20,137 60
Second district . . . . .	.....	.....	1,570 36	533 30	109 28	50 00	36 70	100 00	168 75	3,461 30	1,372 00	.....	7,301 69
Third district . . . . .	.....	.....	3,730 62	800 00	53 57	38 55	32 06	100 00	.....	3,485 95	2,698 00	.....	10,938 75
Fourth district*	8,184 11	45 07	8,139 04	1,000 00	24 67	23 50	43 37	120 00	24 85	3,141 54	9,540 00	.....	22,056 97
Fifth district*	1,569 30	2 41	1,566 89	375 00	88 73	10 01	19 18	181 50	.....	3,172 52	297 00	.....	5,710 82
Sixth district . . . . .	.....	.....	3,680 14	956 84	29 89	7 70	74 69	.....	31 90	3,163 50	1,400 00	.....	9,844 76
Seventh district* . . . . .	.....	.....	3,820 16	614 98	69 32	32 00	22 10	75 00	22 90	3,389 88	2,613 00	.....	10,877 54
Eighth district*	4,201 98	16 75	4,185 23	999 96	19 53	.....	.....	168 25	.....	2,354 89	1,952 00	.....	8,917 87
Ninth district	2,039 69	2 16	2,037 53	39 00	22 40	28 50	12 45	42 00	7 45	3,706 08	1,232 00	.....	7,130 71
Tenth district . . . . .	.....	.....	1,500 00	.....	.....	.....	18 00	70 00	.....	2,782 54	.....	.....	4,425 44
Eleventh district . . . . .	.....	.....	1,555 57	60 00	.....	.....	60 50	137 50	.....	2,651 42	1,232 00	.....	5,717 45
Total . . . . .	.....	.....	37,222 64	6,579 18	456 96	288 30	387 72	1,152 25	433 95	37,600 66	24,938 00	.....	113,109 60
IOWA.													
First district*	1,973 96	2 00	1,971 96	720 00	88 13	37 00	52 30	110 00	.....	4,032 08	.....	.....	7,011 53
Second district . . . . .	.....	.....	2,704 98	600 00	48 53	36 50	49 00	85 00	14 35	4,674 68	1,356 00	.....	9,589 04
Third district . . . . .	.....	.....	3,493 42	743 34	49 96	36 40	76 67	.....	.....	4,211 67	3,206 00	.....	11,778 66
Fourth district* . . . . .	.....	.....	1,468 45	499 92	29 64	55 75	93 46	190 00	.....	3,987 00	.....	.....	5,455 82
Fifth district* . . . . .	.....	.....	1,863 30	571 52	111 27	.....	9 15	90 00	.....	3,263 17	200 00	4 79	6,251 56
Sixth district . . . . .	.....	.....	1,500 00	400 00	62 90	93 00	20 00	144 00	.....	3,208 57	.....	.....	5,200 97
Total . . . . .	.....	.....	12,031 60	3,554 74	363 03	220 55	384 54	540 00	14 35	22,698 07	4,853 00	.....	45,596 84

* Including items belonging to previous fiscal years not before adjusted.

† Complete returns for the district not received at this office.

KANSAS.									
Kansas.....	1, 872 39	1, 200 00	117 40	112 15	279 49	360 00	53 55	10, 688 73	14, 803 71
KENTUCKY.									
First district*.....	2, 000 99	975 15	104 85	6 00	23 60	150 00	45 95	6, 675 38	12, 846 12
Second district.....	2, 005 08	990 96	9 37		23 97	150 00	12 30	6, 943 38	20, 748 06
Third district.....	1, 797 67	4 23	55 49		41 80	140 00	112 70	4, 814 11	7, 358 51
Fourth district*.....	3, 323 49	1, 468 68	118 94	97 50	43 60	200 00	21 30	8, 920 77	32, 886 40
Fifth district.....	2, 301 98	2, 499 96	903 13	27 00	69 78			10, 737 92	3 08
Sixth district.....	4, 850 98	2, 499 96	903 13	27 00	70 58	240 00	48 45	12, 862 50	4 56
Seventh district*.....	6, 961 50	1, 500 00	164 69	10 00	75 71	360 00		7, 461 46	30, 082 12
Eighth district.....	4, 895 72	1, 500 00	161 16	7 50	65 71	110 00	24 75	6, 465 21	34, 296 55
Ninth district.....	1, 008 66	800 00	114 79	12 50	96 30	237 50	73 85	3, 253 59	36, 025 32
Total.....	1, 727 54	707 15	16 15		96 30	237 50	73 85	3, 216 85	10, 334 30
Total.....	30, 257 65	11, 501 90	948 50	90 50	475 33	1, 597 50	340 30	58, 948 73	7, 862 44
LOUISIANA.									
First district*.....	4, 842 43		7 50	59 00	7 00	300 00		17, 657 49	35, 336 05
Second district*.....	2, 671 70	3, 638 52	110 05	6 75	21 89	300 00		12, 212 12	16, 230 36
Third district*.....	4, 958 17	1, 500 00	109 90	90 25	50 50	299 16		10, 144 08	13, 977 05
Total.....		6, 271 53	227 45	156 00	82 39	599 16		40, 014 29	66, 133 46
MAINE.									
First district*.....	1, 257 27	1, 000 00	188 02	16 12	90 42	100 00		2, 627 70	6, 293 42
Second district.....		240 00	26 18	11 25	66 50	100 00		3, 010 61	4, 954 74
Third district.....		1, 500 00	20 20	7 55	27 06	44 00		2, 025 61	3, 812 42
Fourth district.....		240 00	36 98	10 75	28 79	72 00		2, 616 89	4, 505 41
Fifth district*.....		1, 500 00	1 80	14 50	27 32	100 00		2, 949 96	3, 893 58
Total.....		1, 668 00	273 78	60 17	170 09	316 00		12, 530 97	23, 459 57
MARYLAND.									
First district*.....	2, 509 14	600 00	26 38	88 52		468 33	13 70	10, 056 58	14, 992 65
Second district*.....	1, 187 16		27 94	13 00	50	291 67		2, 723 77	5, 496 71
Third district.....		3, 000 00	120 95	51 50	10 00			21, 145 88	32, 575 73

* Including items belonging to previous fiscal years not before adjusted.

† Complete returns for the district not received at this office.

G.—Statement showing the expenses of assessing the internal-revenue taxes in the several collection districts, &c.—Continued.

District.	Gross compen-	Tax.	Compensation.	Clerk-hire.	Stationery.	Printing and ad- vertising.	Postage and ex- press.	Rent of assessors.	Survey of detail- series.	Net compensa- tion of assist- ant assessors.	Net compensa- tion of store- keepers.	Tax on compen- sation of assessor and store-keepers.	Total.
MARYLAND—Continued.													
Fourth district.....			\$1,654 73	\$600 00	\$60 70	\$33 50	\$22 20	\$50 00	\$24 30	\$5,793 63	\$2,120 00	.....	\$10,359 05
Fifth district.....			4,517 32	533 33	23 27	81 62	22 25	45 60	8 25	6,961 87	3,968 00	\$9 56	16,460 91
Total.....			14,010 41	5,033 33	257 94	208 14	54 95	853 00	46 25	46,661 73	12,689 00	.....	79,875 05
MASSACHUSETTS.													
First district.....			1,806 33	720 00	46 90	26 00	49 53	200 00	.....	5,012 13	.....	.....	7,860 18
Second district.....			2,121 54	360 00	56 36	12 00	42 27	200 00	.....	4,479 25	.....	.....	7,271 42
Third district.....			4,849 55	3,124 99	67 52	51 25	73 49	1,000 00	.....	18,560 68	.....	.....	33,304 98
Fourth district.....			4,921 49	2,000 00	70 79	14 50	46 00	550 00	.....	12,515 20	5,577 50	6 70	25,709 04
Fifth district.....			3,320 94	1,200 00	63 11	23 50	24 00	175 00	.....	6,826 97	1,252 00	.....	12,896 12
Sixth district.....			4,478 25	1,399 92	73 24	30 00	72 32	300 00	.....	5,405 84	2,492 00	.....	14,251 61
Seventh district.....			2,255 00	1,200 00	75 52	19 88	49 38	250 00	.....	5,528 26	.....	.....	9,378 04
Eighth district.....			2,101 53	1,367 00	67 95	12 25	47 33	400 00	.....	5,854 40	.....	.....	9,050 46
Ninth district.....			1,600 90	720 00	73 30	19 25	91 63	200 00	4 00	7,311 74	.....	.....	10,020 82
Tenth district.....			2,874 99	1,249 99	41 61	15 62	65 62	250 00	.....	8,399 68	2,504 00	.....	15,401 51
Total.....			30,330 52	13,341 90	635 64	224 25	562 17	3,525 00	4 60	79,294 14	17,416 56	.....	145,934 18
MICHIGAN.													
First district.....			4,293 17	1,692 00	70 47	25 75	15 00	500 00	.....	7,736 17	1,240 00	.....	15,541 56
Second district.....			1,523 02	600 00	.....	17 95	25 03	200 00	.....	3,470 98	.....	.....	5,496 00
Third district.....	\$1,584 56	\$2 54	1,529 81	720 00	42 37	18 25	31 70	150 00	.....	4,845 39	.....	.....	7,337 52
Fourth district.....			1,574 75	600 00	69 06	30 70	9 67	125 00	.....	4,451 43	.....	.....	6,460 61
Fifth district.....			1,500 00	480 00	70 22	22 53	47 74	150 00	.....	3,875 85	.....	.....	6,146 40
Sixth district.....			1,946 01	646 04	53 40	28 65	104 52	50 00	.....	8,352 28	.....	9 88	11,063 70
Total.....			12,394 76	4,738 64	305 32	144 05	223 72	1,177 00	.....	32,632 10	1,240 00	.....	52,665 79
MINNESOTA.													
First district.....			1,500 00	400 00	.....	.....	71 67	100 00	.....	5,000 29	.....	5 92	7,139 16
Second district.....			1,945 79	700 80	64 66	40 69	138 67	255 00	.....	7,807 48	.....	.....	11,029 39
Total.....			3,445 79	1,100 80	64 66	40 69	210 71	355 00	.....	12,807 77	.....	.....	18,154 36

MISSISSIPPI.										
First district*	2,407 64	1,305 33	96 33	9 00	49 91	300 00	.....	7,309 97	.....	90 50
Second district*	2,500 00	999 97	156 05	65 75	37 95	300 00	.....	9,403 19	.....	46 89
Third district*	2,499 99	730 00	135 03	33 50	144 55	300 00	.....	10,069 13	.....	38 06
Total	7,407 63	3,028 30	317 41	108 25	232 41	900 00	220 35	26,792 29	145 00	38,251 64
MISSOURI.										
First district*	5,686 30	3,750 00	938 22	21 00	10 00	1,000 00	.....	15,386 80	8,115 00	34,187 32
Second district*	1,405 10	825 00	33 39	49 50	241 11	100 00	.....	5,618 27	1,920 00	10,540 17
Third district*	1,794 96	999 96	115 43	56 25	76 52	100 00	.....	3,602 51	72 00	6,853 13
Fourth district*	2,202 24	40 30	.....	30 50	3 50	114 00	.....	4,669 44	.....	7,068 98
Fifth district*	2,108 35	1,200 00	162 25	59 10	180 36	253 00	.....	8,859 84	156 64	13,135 79
Sixth district*	3,541 63	1,599 97	196 36	48 35	307 29	420 00	6 45	12,006 87	9,890 00	21,006 82
Total	16,802 59	8,394 23	745 45	264 70	818 68	2,067 00	382 90	50,163 73	13,143 64	92,762 21
MONTANA.										
Montana.	2,500 00	999 98	.....	.....	32 00	500 00	.....	7,358 83	.....	11,390 81
NEBRASKA.										
Nebraska	1,500 00	900 00	160 13	.....	36 83	180 00	.....	5,974 93	1,044 00	9,705 89
NEVADA.										
Nevada	2,500 00	1,015 00	26 56	192 70	27 05	180 00	108 30	.....	.....	9,412 81
NEW HAMPSHIRE.										
First district	2,050 20	594 00	.....	18 50	32 00	60 00	.....	3,595 18	772 00	7,121 88
Second district	1,530 69	700 00	6 10	18 90	40 80	150 00	.....	2,684 81	.....	5,121 30
Third district	1,372 26	407 00	8 16	15 25	48 17	80 00	.....	2,113 08	.....	4,043 92
Total	4,943 15	1,701 00	14 26	52 65	120 97	290 00	.....	8,393 07	772 00	16,287 10
NEW JERSEY.										
First district	1,500 13	720 00	59 52	.....	.....	150 00	.....	8,300 57	.....	10,854 92
Second district	2,652 77	1,200 00	164 70	24 75	38 99	200 00	.....	6,987 19	194 00	10,974 70
Third district	3,494 60	1,200 00	66 40	8 55	45 01	200 00	.....	11,129 05	1,586 00	17,729 70
Fourth district	2,576 49	899 96	70 27	20 70	39 00	200 00	31 50	9,983 15	.....	13,631 07
Fifth district	3,914 86	2,645 00	109 65	13 90	8 87	.....	.....	14,357 33	.....	21,249 61
Total	14,138 85	6,964 96	470 72	67 90	131 87	750 00	31 50	50,477 29	1,710 00	74,743 09

* Including items belonging to previous fiscal years not before adjusted.

REPORT ON THE FINANCES.

G.—Statement showing the expenses of assessing the internal-revenue taxes in the several collection districts, &c.—Continued.

District.	Gross compen-	Tax.	Compensation.	Clerk-hire.	Stationery.	Printing and ad-vertising.	Postage and ex-press.	Rent of assessors.	Survey of distric-teries.	Net compensa-tion of assessor and assessors.	Net compensa-tion of store-keepers.	Tax on compen-sation of assessor and store-keepers.	Total.
NEW MEXICO.													
New Mexico.....			\$2,248 64	\$770 83	\$144 12	\$82 00	\$35 25	\$205 60		\$7,717 27	\$538 36	\$5 64	\$11,702 07
NEW YORK.													
First district.....			4,937 71	4,999 94	145 36	75 00	23 05	1,000 00		78,387 76	6,535 00		96,103 82
Second district.....			4,000 00	6,000 00	263 37	58 00	28 05	1,617 50		34,362 61		3 60	46,329 43
Third district.....	\$5,981 93	\$4 14	5,977 79	6,199 98	149 00	72 00	9 00	3,000 00		37,182 30			52,590 16
Fourth district.....			4,000 00	3,199 92	132 96	26 00	14 75	1,200 00		15,084 77			23,638 40
Fifth district.....			4,131 96	3,000 00	57 07	30 00	40 00	840 00		18,753 83	920 00		27,083 76
Sixth district.....			3,194 65	1,500 00	60 54	22 00	19 46	300 00		9,273 86	880 00		15,250 51
Seventh district.....			1,609 69	720 00	138 86	5 00	51 82	175 00		10,148 87		2 17	12,869 24
Eighth district.....			2,276 42	1,200 00	47 07	25 30	1 80	156 25	\$1 50	8,707 22		5 78	12,416 16
Ninth district.....			1,917 71	876 00	35 64	7 52	25 50	150 00	2 64	4,241 29		9	7,256 30
Tenth district.....			3,828 95	2,119 50	63 34	27 25	64 73	500 00		8,010 23			14,613 90
Eleventh district.....			3,523 69	1,500 00	117 35	17 50	69 51	400 00		8,082 06		1 45	12,720 11
Twelfth district.....			1,324 50	360 00	70 81	18 00	21 76	100 00		3,163 13			5,035 14
Thirteenth district.....			1,500 00	153 00	48 43	20 75	21 76	100 00		2,262 05			4,015 99
Fourteenth district.....	1,870 34	2 43	1,867 81	720 00	62 50	8 75	6 00	153 32		6,479 32	1,008 00		10,305 70
Fifteenth district.....			1,500 00	360 00	64 34	21 37	59 17	160 00		2,969 73			5,134 61
Sixteenth district.....			1,558 19	453 86	37 34	22 00	18 75	100 00		2,643 23			4,863 37
Seventeenth district.....			3,173 62	865 00	99 75	8 50	78 13	241 67		7,691 08		90 70	12,170 75
Eighteenth district.....	5,338 94	48 31	5,290 63	1,200 00	38 04	19 25	15 08	500 00		4,869 78	2,344 00		13,777 38
Nineteenth district.....			3,513 93	1,447 00	56 48	18 75	43 12	500 00		7,003 61			15,302 89
Twentieth district.....			3,563 26	1,200 00	62 14	11 00	35 20	100 00		5,094 76	1,604 00		11,600 36
Twenty-first district.....	1,751 90	10 99	1,740 21	720 00	35 03	13 63	44 86	85 00		3,574 57			6,213 39
Twenty-second district.....			1,895 07	620 00	159 14	12 75	43 48	200 00	8 40	4,821 49			7,700 13
Twenty-third district.....	1,517 53	50	1,517 03	660 00	33 11	11 74	59 03	91 66		4,210 06			6,569 55
Twenty-fourth district.....													
Twenty-fifth district.....			3,171 16	1,041 66	100 07	17 75	13 00	500 00		7,393 63			12,329 07
Twenty-sixth district.....			1,501 69	640 00	111 47	17 50	4 50	130 00		4,704 49			7,209 58
Twenty-seventh district.....			5,770 63	2,893 34	174 92	4 00	43 70	523 00		12,636 92	7,350 00		30,101 49
Twenty-eighth district.....			1,500 00	479 82	36 20			43 88		8,476 82			10,001 06
Twenty-ninth district.....			4,000 00	5,013 65	414 93	34 40	37 36	43 88		33,940 94	7,700 00		51,354 44
Thirtieth district.....													
Thirty-first district.....													
Thirty-second district.....													
Thirty-third district.....													
Thirty-fourth district.....													
Thirty-fifth district.....													
Thirty-sixth district.....													
Thirty-seventh district.....													
Thirty-eighth district.....													
Thirty-ninth district.....													
Fortieth district.....													
Total.....			\$92,740 30	\$1,011 47	\$2,402 94	\$29 71	\$1,027 37	\$12,809 73	12 51	\$10,301 93	\$20,371 00		\$30,445 07

NORTH CAROLINA.

First district.....	2,045 66	42	2,045 34	600 00	117 62	2 50	96 51	150 00	10,146 26	13,068 13
Second district.....	2,079 77	40	2,079 37	1,000 01	104 85	19 75	9 50	130 00	6,180 54	9,530 02
Third district.....	6,336 09		2,000 00	4,999 00	25 24	88 75	18 90	68 75	6,074 98	8,775 71
Fourth district.....	3,229 74	6 64	3,223 10	1,500 00	60 43	16 00	60 86	250 00	17,953 33	23,407 47
Fifth district.....	4,159 74	28 96	4,161 68	1,961 96	162 03	13 00	79 15	300 00	14,330 20	21,806 56
Sixth district.....	2,882 40		2,882 40	1,500 00	130 92	9 25	46 98	150 00	8,467 49	11,606 12
Seventh district.....	1,678 39	30	1,672 33	1,300 00	130 92		1 00	94 03	7,490 49	9,068 82
Total.....			12,064 12	6,660 97	599 09	148 25	242 99	1,132 83	70,669 29	101,322 85

OHIO.

First district.....	2,306 16	48	2,305 64	4,200 00	238 17	30 00	1 54	1,500 00	35,897 05	57,375 79
Second district.....	6,336 09	13 48	6,323 61	1,800 00	97 92	18 00	73 09	108 00	7,679 84	3,363 03
Third district.....	5,031 11	15 30	5,045 81	1,200 00	51 47	32 00	17 35	150 00	2,481 23	30,105 91
Fourth district.....	4,137 69	45 73	4,091 96	600 29	48 81	37 50	29 88	60 18	2,885 87	14,531 56
Fifth district.....	4,786 55	11 53	4,775 02	1,446 20	103 66	48 00	37 07	86 18	3,056 00	9,176 56
Sixth district.....			1,500 00	300 00	45 78	16 25	3 35	100 00	5,845 15	11,063 18
Seventh district.....			4,724 41	1,610 00	96 99	76 50	57 18	100 00	3,407 53	17,796 01
Eighth district.....			4,608 67	1,610 00	135 55	23 00	42 47		6,008 00	5,372 91
Ninth district.....	4,919 86	48 13	4,871 73	34 70	35 00	23 50	23 50	131 25	5,844 66	15,331 35
Tenth district.....			3,446 76	699 96	35 19	27 25	23 90	60 00	4,346 18	3,008 00
Eleventh district.....			1,580 73	473 33	72 38	14 50	71 85	125 00	4,237 32	11,146 36
Twelfth district.....			1,523 08	330 00	16 34	16 00	22 57	100 00	4,186 36	10,502 38
Thirteenth district.....			1,500 00	600 00	36 13	18 50	38 69	100 00	2,869 47	6,659 15
Fourteenth district.....			1,544 35	297 00	57 31	24 00	47 20	50 00	2,779 29	6,008 46
Fifteenth district.....			3,028 03	262 40	54 52	16 00	49 75	150 00	3,568 74	5,072 61
Sixteenth district.....			3,732 63	2,000 00	69 27	10 50	33 45	750 00	9,375 77	9,282 35
Seventeenth district.....			1,500 00	131 00	1 35		24 00	100 00	2,523 84	9,282 35
Eighteenth district.....			67,925 99	17,636 34	1,300 34	448 00	657 96	3,830 43	101,125 16	17,186 60
Nineteenth district.....										5,309 89
Total.....			2,588 33	206 00	42 22	21 50	63 92	360 00	6,066 25	262,636 18

OREGON.

Oregon.....			2,588 33	206 00	42 22	21 50	63 92	360 00	6,066 25	9,364 84
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PENNSYLVANIA.

First district.....	4,298 35		4,298 35	4,850 00	163 18	83 21	103 86	700 00	31,527 07	46,492 46
Second district.....	4,129 40		4,129 40	3,599 99	227 22		21 36	540 00	23,138 86	38,162 54
Third district.....										49 08
Fourth district.....	1,896 40		1,896 40	1,445 98	69 06	45 90	93 50	300 00	9,233 52	14,544 36
Fifth district.....	2,681 90		2,681 90	1,800 00	51 57	10 85	30 00	500 00	10,916 21	15,990 53
Sixth district.....	2,720 53	5 69	2,720 53	1,999 96	79 38	25 57	9 98	250 00	4,158 22	12,248 04
Seventh district.....	1,500 00		1,500 00	550 00	70 22	50 76	50 76	225 00	4,499 37	6,895 35
Eighth district.....	2,162 84		2,162 84	1,200 00	38 01	8 05	16 32	200 00	4,542 34	10,643 30
Ninth district.....	2,439 17	03	2,439 17	1,216 00	147 22	14 00	24 88	250 00	7,719 67	13,314 32

* Including items belonging to previous fiscal years not before adjusted.

G.—Statement showing the expenses of assessing the internal-revenue taxes in the several collection districts, &c.—Continued.

District.	Gross compen- sation.	Tax.	Compensation.	Clerk-hire.	Stationery.	Printing and ad- vertising.	Postage and ex- press.	Rent of assessors.	Survey of distric- tories.	Net compensa- tion of assist- ant assessors.	Net compensa- tion of store- keepers.	Tax on compen- sation of assis- sors and store-keepers.	Total.
PENNSYLVANIA—Cont'd.													
Tenth district.....			\$1,649 92	\$999 96	\$51 71	\$19 00	\$34 17	\$200 00		\$5,807 33			\$8,762 09
Eleventh district.....			1,816 48	720 00	3 50	46 50	51 35	110 00		5,377 52			8,125 25
Twelfth district.....		\$0 84	2,166 78	900 00	142 81	8 00	117 51	250 00	\$10 00	4,586 53	\$1,736 00		9,897 63
Thirteenth district.....			1,500 00	480 00	15 17		4 65	45 00		3,671 40			7,242 23
Fourteenth district.....			1,705 93	900 00	131 98		16 45	150 00		6,996 02	1,924 00	\$3 85	11,134 36
Fifteenth district.....		9 99	2,408 44	1,500 00	22 01	12 50		200 00		9,834 30	5,060 00		19,138 87
Sixteenth district.....		12 78	2,299 93	868 60	154 41	17 87		58 94		5,832 08	10,771 50	46	19,999 34
Seventeenth district.....			1,875 00	450 00	42 18	11 90		75 00		4,206 99			6,951 88
Eighteenth district.....			1,500 00	330 00	99 50	13 75		110 00	19 75	5,330 20	816 00		8,282 36
Nineteenth district.....		95	1,516 63	419 46	99 50			120 00	4 00	6,703 17	368 00		9,241 75
Twentieth district.....			1,678 48	374 40	78 13		48 36	150 00	1 67	5,797 68			9,840 60
Twenty-first district.....		175 13	6,973 84	1,200 00	54 66	6 50	46 92	83 00	89 36	6,346 11	1,712 00		26,570 39
Twenty-second district.....			4,443 92	2,499 98	66 60	7 75	87 74	800 00		9,445 77	3,748 00		21,089 76
Twenty-third district.....			3,238 40	1,750 92	51 84	12 00	10 08	300 00		6,953 28	5,732 00	5 51	18,067 00
Twenty-fourth district.....			1,791 87		84 03	13 20	66 92	132 00	139 30	5,363 81	7,464 00	2 25	15,874 95
Total.....			\$8,553 86	\$9,852 25	1,942 79	356 55	937 59	5,746 94	281 59	192,027 44	68,861 04		338,560 05
RHODE ISLAND.													
First district.....			3,409 14	1,600 00	82 47	35 80	30 60			11,273 36	880 00		17,311 56
Second district.....			1,500 00	360 00	14 22	13 00	8 84	200 00		4,082 09			6,179 05
Total.....			4,909 14	1,960 00	96 69	48 80	39 44	200 00		15,355 35	880 00		23,490 61
SOUTH CAROLINA.													
First district.....			2,500 00		81 06		85 03	100 00		5,989 03		4 01	8,065 14
Second district.....			2,500 00		32 25	14 05	89 70			5,482 73			8,488 73
Third district.....			2,521 10	840 00	84 06	4 00	52 15	240 00		6,076 43			9,817 74
Total.....			7,521 10	840 00	197 37	18 05	226 00	340 00		17,286 19			26,371 01
TENNESSEE.													
First district.....			2,000 00	440 00	33 04	15 00	14 23	40 00		1,470 00			4,408 15
Second district.....			2,000 00	600 00	40 07		23 23	251 00	10 05	3,013 80	264 00		7,444 21

Third district.....	1,999 90	999 90	88 80	32 20	80 50	195 00	174 00	4,871 57	1,928 00	8,409 85
Fourth district*.....	1,726 73	501 10	115 32	52 04	11 08	144 00	138 85	4,343 39	5,696 00	9,941 97
Fifth district.....	3,273 95	1,500 00	52 04	52 04	45 00	360 00	35 45	8,363 45	1,008 00	9,371 90
Sixth district.....	2,000 00	874 60	32 37	10 00	3 00	92 50	29 93	4,776 25	1,008 00	8,880 87
Seventh district.....	2,000 00	900 00	67 40	24 40	12 00	96 00	.....	3,470 69	.....	6,569 69
Eighth district.....	2,392 04	1,400 00	73 01	32 75	89 50	600 00	.....	6,788 41	.....	11,775 75
Total.....	17,501 94	7,959 66	503 81	138 70	280 50	1,769 50	397 50	38,710 34	9,516 00	76,777 85
TEXAS.										
First district*.....	2,503 76	1,500 00	151 76	4 00	90 74	400 00	71 25	11,903 08	.....	16,683 59
Second district.....	2,500 00	1,200 00	56 56	.....	70 36	360 00	.....	7,753 29	.....	11,946 21
Third district*.....	2,497 64	1,000 00	274 14	4 00	136 52	398 80	.....	9,365 54	.....	13,677 87
Fourth district*.....	2,500 00	1,200 00	101 01	131 00	115 20	480 00	315 80	9,365 33	.....	14,240 24
Total.....	10,000 40	4,900 00	584 37	159 00	418 82	1,639 80	387 05	38,407 28	.....	56,406 91
UTAH.										
Utah.....	2,405 89	600 00	106 17	.....	131 92	599 20	.....	4,803 87	.....	8,737 05
VERMONT.										
First district.....	1,498 32	16 62	25 48	17 25	53 00	149 80	.....	1,551 87	.....	3,313 44
Second district*.....	1,500 00	174 00	44 91	13 50	81 04	76 23	.....	1,526 06	.....	3,426 06
Third district*.....	1,500 00	221 67	38 57	17 40	65 91	200 00	.....	3,282 17	.....	5,285 72
Total.....	4,498 32	412 29	108 96	48 15	200 85	426 13	.....	6,340 12	.....	12,035 82
VIRGINIA.										
First district*.....	1,464 30	161 50	18 90	.....	5 25	72 20	.....	5,980 62	.....	6,082 07
Second district*.....	4,067 45	1,569 86	117 43	25 00	194 17	.....	.....	12,865 99	732 00	19,532 60
Third district*.....	4,283 22	2,138 29	194 06	68 50	118 27	.....	.....	9,632 77	928 00	17,392 83
Fourth district.....	1,500 00	799 89	218 56	183 64	183 64	240 00	.....	10,084 09	.....	13,026 81
Fifth district.....	4,123 91	1,500 00	178 51	30 75	103 75	222 00	.....	10,979 79	30 54	18,601 64
Sixth district.....	1,745 65	1,500 00	49 73	17 40	153 03	125 00	29 55	10,336 69	7,822 00	21,780 69
Seventh district.....	1,500 00	900 00	105 03	18 50	150 00	150 00	.....	4,920 75	1,403 00	9,068 73
Eighth district.....	1,500 53	360 00	108 73	18 50	104 41	250 00	.....	4,362 99	1,252 00	7,988 68
Total.....	20,271 13	9,379 65	980 89	100 75	776 74	1,059 20	133 30	69,466 29	12,157 00	114,384 95
WASHINGTON.										
Washington*.....	2,527 45	600 00	69 92	27 10	42 78	300 00	.....	2,345 76	.....	5,911 64
WEST VIRGINIA.										
First district*.....	2,740 37	14	2,740 23	1,200 00	140 05	.....	16 85	6,379 19	.....	10,534 78

* Including items belonging to previous fiscal years not before adjusted.

† Complete returns for the district not received at this office.

G.—Statement showing the expenses of assessing the internal-revenue taxes in the several collection districts, &c.—Continued.

District.	Gross compen-	Tax.	Compensation.	Clerk-hire.	Stationery.	Printing and ad-	Postage and ex-	Rent of assess-	Rent of assess-	Survey of distri-	Net compensa-	Net compensa-	Net compensa-	Tax on compen-	Tax on compen-	Total.
WEST VIRGINIA—Cont.																
Second district*	\$1,585 29			\$600 00	\$36 35	\$107 00	\$4 00	\$50 00						\$2 48		\$7,801 16
Third district†	1,354 40			291 67	16 16	13 00	39 54	60 00						38 72		5,000 18
Total.	5,579 92			2,091 67	192 56	120 00	102 60	110 00	\$16 25					946 00		22,336 12
WISCONSIN.																
First district*	5 180 61	\$3 15		2,499 97	154 45	12 75	64 59	500 00								96,379 49
Second district*	1,958 61			1,000 00	143 18	44 50	145 28									12,436 12
Third district, (new)*	502 74			260 00	64 31	27 60	40 69	48 00								6,726 70
Fourth district.	897 26			325 00	53 43		22 51	53 33	50							2,639 54
Fifth district*	997 26			333 34	2 20		38 79	24 33								3,944 41
Sixth district*	1,487 78	09		360 00	46 52	31 30	140 61	240 00								8,761 33
Total.	11,124 26			4,778 31	464 09	116 15	481 47	869 66	50					9,224 00		60,887 89
WYOMING.																
Wyoming	2,499 09				85 22		59 00	300 00								3,698 30

RECAPITULATION.

District.	Compensation.	Clerk-hire.	Stationery.	Printing and	Postage and	Rent of assess-	Survey of dis-	Net compensa-	Net compensa-	Net compensa-	Tax on compen-	Tax on compen-	Total.
Alabama	\$7,492 66	\$4,515 33	\$497 04	\$67 50	\$234 76	\$300 00	\$104 30	\$22,306 91	\$1,127 10	\$1,140 00			\$37,732 70
Arkansas	9,600 00	3,116 66	26 77	\$4 00	16 32	300 00		1,000 00	1,000 00	134 00			4,309 96
California	17,312 47	5,961 14	690 40	134 16	125 16	300 00		1,000 00	1,000 00	134 00			27,010 23
Total.	34,405 13	13,593 13	1,214 21	205 66	376 24	900 00	208 60	23,306 91	3,127 10	2,274 00			71,326 89

Colorado	2,500 00	1,500 00	54 34	69 00	49 00	490 00	4,265 74	8,914 12
Connecticut	10,066 44	3,700 00	137 82	34 31	243 39	742 50	23,661 10	45,724 05
Dakota	3,223 31		79 37		13 04	139 84	5,065 13	5,560 57
Delaware	9,985 90	1,400 00	53 18		60 67		7,053 92	11,022 17
District of Columbia	9,031 36	1,500 00	54 32			38 50	5,953 13	9,981 73
Florida	9,500 00	1,925 00	137 41		136 10		10,390 10	14,853 36
Georgia	10,393 42	6,327 12	391 44		18 00		44,914 27	64,497 04
Idaho	9,517 47		31 01		1,408 75		1,565 00	7,031 60
Illinois	54,554 20	14,369 73	1,062 06		18 00		2,241 12	29,747 51
Indiana	37,252 68	6,579 18	456 06		598 16		79,663 56	113,109 00
Iowa	19,831 60	3,534 74	363 03		347 72		29,600 66	45,540 88
Kansas	1,472 39	1,200 00	117 40		364 54		92,098 07	4,852 00
Kentucky	30,237 65	11,561 90	944 50		279 40		10,486 73	14,863 71
Louisiana	9,557 62	6,371 55	227 45		782 39		54,248 73	89,909 62
Maine	7,232 54	1,668 00	273 78		170 00		40,014 29	8,423 46
Maryland	17,010 41	5,033 33	237 84		54 95		12,530 97	23,459 57
Massachusetts	20,230 53	12,341 90	635 64		562 17		46,661 73	79,875 05
Michigan	12,304 76	4,738 64	305 23		233 72		79,894 14	145,934 18
Minnesota	3,445 70	1,199 80	64 66		293 41		32,633 10	52,865 79
Mississippi	7,497 65	3,028 30	317 41		814 68		12,867 77	18,154 38
Missouri	16,492 54	8,469 25	745 45		2,067 00		26,893 29	39,251 64
Montana	1,500 00	999 09			32 00		50,163 73	11,390 41
Nebraska	1,500 00	999 09	160 13		36 83		5,974 93	9,795 89
Nevada	2,500 00	1,015 00	96 56		87 05		5,363 30	9,412 81
New Hampshire	4,745 15	1,700 00	14 36		130 97		8,393 07	16,927 10
New Jersey	14,134 15	6,094 06	470 72		137 87		50,477 29	74,743 09
New Mexico	2,514 04	51,001 47	144 12		35 51		7,717 27	11,558 36
New York	82,726 30	6,660 97	2,863 94		1,627 87		349,401 82	530,445 07
North Carolina	67,025 09	17,086 54	3,300 24		949 60		70,689 29	101,369 85
Ohio	2,564 33	29,532 25	1,043 79		657 89		101,035 16	209,656 18
Oregon	56,553 69	1,900 00	328 53		62 89		192,021 45	338,364 84
Pennsylvania	4,900 14	7,959 66	184 69		97 59		15,326 13	32,690 61
Rhode Island	17,501 94	4,900 00	137 37		226 80		33,710 34	24,371 61
South Carolina	10,000 40	7,959 66	263 51		245 50		36,407 28	56,490 91
Tennessee	2,495 89	600 00	354 37		116 53		4,863 87	7,737 05
Texas	4,490 32	412 29	106 17		131 92		6,340 12	12,053 82
Vermont	20,271 13	9,379 65	160 75		200 65		69,466 29	114,394 95
Virginia	2,226 08	600 00	69 52		72 74		2,345 76	3,911 64
Washington	5,579 52	2,091 67	192 56		46 76		14,177 12	33,526 12
West Virginia	11,124 36	4,778 31	464 09		102 60		33,229 43	61,847 89
Wisconsin	2,499 89		55 22		481 47		755 09	3,686 30
Wyoming					58 00			
Grand total	654,205 36	265,696 97	19,224 56	5,841 59	12,161 58	57,014 92	1,748,765 29	3,229,535 90
Grand amount of taxes								3,231,113 45

* Including items belonging to previous fiscal years not before adjusted.

NOTE.—The districts where the gross compensation and tax are stated include payments for services prior to August 1, 1870.

† Complete returns for the district not received at this office.

H.—Statement showing the expenses of collecting the internal-revenue taxes in the several collection districts, including the commissions, salaries, and extra allowances of the collectors; the office expenses which are paid out of the commissions and extra allowances; and the assessments and collections, from July 1, 1871, to June 30, 1872.

District.	Compensation.	Stationery and blank-books.	Postage.	Express and dep. money.	Advertising.	Total expense of collecting.	Expenses of administering office.	Assessments.	Collections.
ALABAMA.									
First district.....	\$8,000 00	\$96 46	\$41 91	\$5 05	\$4 00	\$8,147 42	\$5,944 00	\$168,665 85	\$130,283 60
Second district.....	9,000 00	106 00	85 00	.....	.....	9,191 00	6,040 84	95,943 53	78,705 90
Third district.....	6,980 80	34 36	95 25	.....	51 75	7,163 16	4,460 60	30,714 80	25,272 12
Total.....	23,980 80	236 91	222 16	5 05	55 75	24,500 67	15,004 64	294,684 29	234,260 92
ARIZONA.									
Arizona ¹	1,800 00	41 16	12 00	.....	45 50	1,898 66	684 59	3,936 17	14,406 14
ARKANSAS.									
First district*.....	9,014 29	38 47	122 00	84 33	14 50	9,273 59	3,449 94	36,503 56	44,492 06
Second district*.....	8,056 73	161 37	143 56	4 45	.....	8,366 11	4,104 62	44,153 62	34,785 95
Third district*.....	5,135 89	112 13	40 86	.....	5 00	5,293 88	1,495 00	59,864 79	20,576 90
Total.....	22,206 91	311 97	306 42	88 78	19 50	22,933 36	9,049 56	140,331 97	99,854 91
CALIFORNIA.									
First district*.....	24,855 00	160 75	973 35	985 84	70 96	25,725 90	19,955 00	2,157,994 04	2,493,903 08
Second district*.....	10,954 23	.....	.....	.....	.....	10,954 23	.....	16,498 32	16,498 32
Third district*.....	9,000 00	197 08	99 90	732 67	31 00	10,061 35	6,000 00	211,791 89	198,676 90
Fourth district*.....	9,765 32	350 50	350 50	338 46	199 00	10,757 44	6,717 03	272,115 79	266,835 76
Fifth district*.....	9,000 00	185 95	217 00	149 08	107 51	9,659 54	6,006 00	88,547 32	78,366 71
Total.....	63,674 55	646 54	940 75	1,566 05	406 47	67,176 36	38,678 03	2,730,490 34	3,073,560 37
COLORADO.									
Colorado*.....	8,750 00	86 54	76 80	8 90	164 70	9,108 94	5,000 00	70,546 14	63,047 42
CONNECTICUT.									
First district.....	8,630 67	33 15	67 00	.....	31 45	8,708 37	3,373 54	563,550 07	544,010 96
Second district.....	6,167 50	49 02	144 00	9 03	23 32	7,175 87	9,059 40	354,380 81	345,749 00
Third district.....	4,983 44	96 03	137 00	.....	9 35	5,106 92	1,400 00	143,562 43	144,796 52
Fourth district.....	5,211 12	50 05	136 00	3 09	10 50	5,410 66	1,016 04	175,604 37	170,067 70
Total.....	25,792 13	314 25	484 00	6 09	60 09	20,558 02	4,377 07	1,237,019 56	1,204,613 14

DAKOTA.	2,000 00	20 94	27 00	8 60	10 75	2,066 69	252 99	6,431 33	6,921 52
Dakota									
DELAWARE.	7,901 44	76 78	96 97		47 21	8,122 40	2,000 00	469,770 41	492,091 38
Delaware*									
DISTRICT OF COLUMBIA.	5,689 99	48 54	96 00		54 00	5,868 53	1,378 60	220,910 38	216,999 56
District of Columbia									
FLORIDA.	11,114 78	137 34	209 50	9 04	99 00	11,569 66	5,308 00	102,352 72	98,723 52
Florida*									
GEORGIA.	5,319 93	90 03	71 75		23 00	5,503 71	4,166 09	97,898 97	115,872 54
First district*	7,108 70	94 37	164 17	7 14	25 50	7,400 08	4,104 70	111,836 91	100,014 90
Second district*	10,088 40	83 52	97 29		10 00	10,259 61	4,168 75	134,700 85	131,384 72
Third district*	7,500 00	108 46	90 02	4 55	34 50	7,727 73	7,073 43	265,968 84	245,397 29
Fourth district									
Total	29,997 43	376 78	423 23	11 69	82 00	30,891 13	20,316 97	600,405 57	592,609 55
IDAHO.	4,910 18	58 04	39 48	147 00	10 00	5,164 70	1,910 18	25,185 22	35,636 98
Idaho*									
ILLINOIS.	25,928 98	168 92	172 30	4 83	23 75	26,298 78	11,108 00	6,990,935 58	6,139,880 48
First district*	5,101 00	79 09	85 36		31 20	5,286 65	1,042 91	118,372 22	147,511 81
Second district*	10,707 76	37 68	99 68			10,845 12	3,185 21	815,034 80	751,763 03
Third district	13,403 33	155 20	109 27		81 00	13,748 80	2,322 50	1,936,911 93	1,726,186 72
Fourth district*	25,974 36	146 37	138 98		50 25	26,007 68	7,367 91	4,440,467 36	4,112,597 97
Fifth district*	6,150 70	85 85	44 24	3 02		6,341 81	1,414 54	4,403,540 51	4,077,067 76
Sixth district*	6,226 48	53 63	174 00		14 65	6,468 76	1,465 47	226,327 51	245,121 76
Seventh district*	12,642 95	309 03	105 01		51 60	13,198 58	6,196 66	1,440,497 89	1,107,624 33
Eighth district*	7,458 00	70 26	88 55		17 75	7,634 56	1,884 69	474,803 80	350,645 63
Ninth district*	3,906 38	44 93	94 17	4 05	51 25	4,000 78	2,272 08	64,386 39	76,373 75
Tenth district*	3,906 47	37 45	229 78		4 00	4,187 70	1,164 41	23,405 54	27,270 46
Eleventh district*	8,268 97	123 95	354 19		46 70	8,795 81	4,512 82	527,261 38	496,525 18
Twelfth district*	8,119 51	84 90	50 00		44 00	8,298 41	1,885 71	53,667 14	58,318 19
Thirteenth district*									
Total	137,394 91	1,397 26	1,853 53	19 60	418 15	141,063 44	45,892 91	17,524,562 05	15,647,157 07
INDIANA.	11,888 63	95 61	75 00		61 01	12,120 24	3,135 17	1,034,856 24	992,574 80
First district*	4,131 93	107 22	127 90		49 00	4,416 05	1,144 26	91,972 09	103,389 70
Second district*									

Complete returns not received from collector.

Including items which belong to previous fiscal years not before adjusted.

H.—Statement showing the expenses of collecting the internal-revenue taxes, &c.—Continued.

District.	Compen- sation.	Stationery and blank books.	Postage.	Express and dep. money.	Advertis- ing.	Total expense of collecting.	Expenses of administer- ing office.	Assessments.	Collections.
INDIANA.—Continued.									
Third district*	\$8,715.90	\$197.80	\$73.78	\$4.90	\$23.15	\$8,955.52	\$4,976.33	\$599,974.32	\$476,664.75
Fourth district*	17,228.78	293.95	555.00	31.00	.....	19,047.73	5,642.68	2,072,392.32	1,971,593.95
Fifth district*	3,258.02	298.81	47.92	.....	.....	3,454.05	775.50	50,073.11	51,503.09
Sixth district*	8,255.35	182.49	138.62	.....	46.83	8,466.89	1,553.69	625,009.39	593,778.38
Seventh district*	8,856.47	25.68	25.58	.....	29.00	8,907.43	1,843.56	397,777.32	508,478.92
Eighth district*	6,738.43	64.63	43.00	2.18	29.10	6,809.34	1,704.08	477,500.00	508,478.92
Ninth district*	3,338.42	49.68	31.22	.....	6.00	3,445.32	1,433.03	173,811.19	167,330.67
Tenth district*	3,847.90	23.58	32.50	.....	44.53	3,944.53	846.17	85,916.72	78,363.55
Eleventh district*	13,365.83	132.90	193.45	.....	.....	13,692.18	1,379.27	77,880.94	72,921.21
Total	94,286.15	1,039.55	1,367.87	38.08	300.65	97,032.30	24,392.94	5,671,658.16	5,464,364.85
IOWA.									
First district	5,358.92	71.21	90.00	.....	31.50	5,551.63	1,008.85	182,346.73	185,791.93
Second district*	6,767.78	95.96	130.50	.....	46.13	7,060.37	2,468.78	333,104.55	303,169.53
Third district	8,233.37	210.15	140.45	5.03	41.60	8,670.60	2,400.00	472,526.56	442,305.25
Fourth district	2,555.00	47.50	106.04	.....	4.50	2,713.04	599.65	53,024.04	42,412.13
Fifth district	4,000.00	82.31	138.25	.....	.....	4,220.56	52,295.58	52,794.66	48,416.03
Sixth district*	4,346.92	171.66	132.80	14.05	116.76	4,782.19	2,253.78	41,657.42	37,009.67
Total	31,281.99	678.79	778.04	23.78	240.49	33,003.09	11,029.63	1,145,453.94	1,089,463.54
KANSAS.									
Kansas*	7,500.00	117.49	378.00	4.46	192.07	8,181.95	4,576.85	259,469.77	238,932.32
KENTUCKY.									
First district*	5,577.09	249.20	145.00	.....	32.15	6,003.44	2,268.70	987,565.04	190,376.62
Second district*	10,896.16	111.32	189.44	585.37	.....	11,711.29	3,081.87	357,782.85	325,977.68
Third district*	2,772.24	72.36	78.02	.....	18.50	2,907.92	405.00	39,073.18	38,576.78
Fourth district*	7,870.90	67.15	247.04	521.90	.....	8,747.44	2,911.50	317,538.52	330,232.93
Fifth district	12,081.40	243.00	105.00	.....	158.85	12,589.24	4,485.09	1,040,298.04	1,071,674.11
Sixth district*	14,368.02	246.82	73.80	4.80	28.50	14,640.10	4,001.92	9,073,352.08	1,845,069.71
Seventh district*	6,154.03	940.04	145.00	.....	.....	6,549.07	4,257.40	821,716.16	617,140.96
Eighth district*	2,998.74	80.85	131.26	7.90	5.00	3,221.07	1,136.71	137,040.46	47,543.78
Ninth district*	6,571.72	92.54	60.54	.....	34.25	6,700.05	3,350.00	190,260.31	160,260.31
Total	71,438.00	1,411.47	1,153.18	1,105.07	310.00	73,401.22	30,000.14	6,109,005.04	5,140,790.31

LOUISIANA.

First district*	90,345 92	108 45	46 75	19 38	58 50	90,571 30	11,706 67	1,590,874 59	1,523,702 01
Second district*	14,454 05	90 58	52 87	141 00	42 85	14,961 35	6,015 45	86,406 23	50,283 73
Third district*	10,420 04	90 75	48 24	87 83	53 95	10,630 11	4,996 21	54,569 09	50,043 35
Total	45,419 31	219 78	147 86	241 21	154 60	46,192 76	22,808 33	1,742,849 91	1,634,020 09

MAINE.

First district	5,290 49	11 84	82 00	.....	14 75	5,399 08	340 17	167,306 52	168,552 86
Second district	9,672 51	37 21	02 00	.....	17 50	9,769 22	650 00	38,694 12	39,063 87
Third district	9,501 38	28 92	69 08	.....	15 15	9,612 53	568 00	34,142 64	33,379 52
Fourth district*	9,599 91	66 90	54 55	4 31	23 75	9,725 57	150 00	34,960 02	36,663 80
Fifth district	9,277 36	.....	41 95	.....	.....	9,343 06	659 58	94,547 96	95,911 81
Total	15,341 65	142 77	309 58	4 31	71 15	15,869 46	9,559 75	299,651 96	303,591 86

MARYLAND.

First district*	5,229 27	33 90	75 00	.....	18 75	5,359 92	1,374 42	559,150 68	351,979 16
Second district	3,612 76	4 00	56 68	.....	13 75	3,693 19	866 34	240,548 49	212,557 95
Third district*	16,414 38	228 27	193 00	1 00	32 13	16,868 78	8,470 66	3,343,000 60	3,396,549 25
Fourth district*	4,639 47	51 48	28 03	2 50	121 15	4,842 63	1,510 15	117,414 64	99,836 58
Fifth district*	12,130 41	107 15	167 54	7 67	47 96	12,460 73	3,356 63	664,422 08	594,963 01
Total	42,029 29	428 80	590 25	13 17	233 74	43,225 25	15,610 20	4,983,536 49	4,585,886 53

MASSACHUSETTS.

First district	5,117 99	63 97	69 79	2 60	59 95	5,319 90	9,030 00	185,535 34	181,798 89
Second district	2,742 49	54 04	115 90	.....	19 00	2,831 36	9,190 10	161,735 70	294,949 17
Third district	16,419 11	905 97	331 80	6 91	49 63	17,046 42	6,317 53	3,174,982 92	2,860,406 64
Fourth district	12,121 96	104 93	184 00	.....	53 95	12,436 14	5,464 38	1,374,610 05	1,478,716 49
Fifth district	7,816 48	.....	184 00	.....	90 00	7,991 42	1,135 98	16,669 68	20,971 69
Sixth district	10,041 89	68 42	116 00	.....	34 00	10,860 41	4,365 90	768,510 83	728,563 75
Seventh district	6,009 64	50 78	122 32	6 54	43 00	6,232 38	1,565 32	363,670 80	320,964 19
Eighth district	5,705 55	113 41	306 28	.....	96 00	6,130 84	1,036 16	173,890 21	230,308 04
Ninth district	4,710 18	51 72	134 00	2 75	17 53	4,975 90	1,463 00	132,615 10	130,217 12
Tenth district	2,008 06	105 59	154 00	3 58	21 00	2,292 53	2,635 35	451,565 94	429,579 96
Total	81,694 92	818 51	1,670 09	22 38	344 38	84,550 30	20,194 72	7,294,517 46	6,870,701 49

MICHIGAN.

First district*	11,904 25	96 72	159 68	.....	65 00	12,225 65	3,532 00	1,872,445 66	1,917,394 48
Second district	3,024 14	37 19	83 49	.....	.....	3,154 82	1,700 83	65,566 95	50,894 40
Third district	4,640 93	63 08	220 25	.....	27 00	4,961 96	1,271 65	109,103 56	114,692 60
Fourth district	4,646 08	42 72	85 00	.....	50 40	4,826 30	1,467 43	117,496 11	114,785 34

* Including items which belong to previous fiscal years not before adjusted.

Complete returns not received from collector.

H.—Statement showing the expenses of collecting the internal-revenue taxes, &c.—Continued.

District.	Compensation.	Stationery and blank books.	Postage.	Express and dep. money.	Advertising.	Total expense of collecting.	Expenses of administering office.	Assessments.	Collections.
MICHIGAN—Continued.									
Fifth district*	\$2,982 50	\$38 62	\$136 74	\$84 20	\$13 50	\$2,315 56	\$2,301 48	\$52,913 64	\$47,728 36
Sixth district	5,071 65	145 30	116 32	6 15	15 70	5,355 02	1,702 95	151,875 83	157,165 40
Total	32,371 55	443 53	821 48	30 35	171 60	33,738 51	13,176 34	2,375,401 75	2,401,970 58
MINNESOTA.									
First district*	4,464 44	42 85	206 16		25 00	4,738 55	1,882 80	69,478 03	72,515 93
Second district*	6,000 00	33 14	183 00		40 00	6,266 14	3,500 00	902,730 97	174,882 48
Total	10,464 44	76 09	389 16		65 00	11,004 69	5,382 80	972,198 30	947,398 41
MISSISSIPPI.									
First district*	6,000 00	84 10	19 20	23 15		6,126 45	3,527 58	650,506 08	551,735 18
Second district*	8,500 00	17 50	161 08		6 00	8,474 58	5,700 00	40,905 28	64,306 84
Third district*	6,240 53	243 07	173 64		19 50	6,715 74	5,066 13	89,776 99	62,459 09
Total	20,570 53	344 67	352 92	23 15	25 50	21,316 77	14,353 71	781,188 35	678,501 11
MISSOURI.									
First district	14,000 00	573 47	221 00	4 07	38 50	18,537 04	13,060 78	3,844,047 77	3,683,479 33
Second district	8,465 06	172 22	333 78	50 50	50 75	9,041 40	5,965 06	93,031 45	80,852 42
Third district	6,018 16	16 63	198 71		24 50	6,784 00	1,350 00	263,190 55	203,025 08
Fourth district	5,541 77	136 59	136 00	4 64	86 50	5,935 50	1,570 45	254,353 47	208,176 52
Fifth district	8,540 79	115 60	284 27	14 96	98 25	9,042 87	4,719 59	320,404 97	164,474 93
Sixth district	11,000 00	216 01	356 25		91 55	11,633 81	8,370 96	392,739 24	347,447 09
Total	58,514 78	830 52	1,400 01	74 96	399 05	61,018 62	34,036 84	5,101,969 45	4,687,455 96
MONTANA.									
Montana*	9,000 00	55 00	43 44		35 00	9,133 44	6,019 00	20,791 84	42,790 60
NEBRASKA.									
Nebraska*	9,707 43	130 62	37 23			9,965 28	9,492 75	140,837 52	138,371 30

NEVADA.									
NEW HAMPSHIRE.									
Nevada*	11, 306 67	25 92	90 90	110 54	223 83	11, 659 16	9, 118 85	65, 801 04	36, 710 75
First district.....	5, 301 25	9 70	116 70		37 25	5, 417 90	950 56	194, 880 92	175, 337 65
Second district.....	4, 502 21	89 63	70 43		38 50	4, 685 36	1, 328 75	123, 518 01	100, 520 98
Third district.....	2, 301 49	67 87	86 00		33 50	2, 581 96	315 00	28, 376 40	99, 716 46
Total.....	12, 104 95	160 19	273 13		86 75	12, 715 02	2, 503 31	346, 775 33	305, 875 07
NEW JERSEY.									
First district*.....	4, 600 34	14 90	83 11	24 45	2 00	4, 724 84	1, 889 79	136, 634 90	110, 024 02
Second district*.....	5, 453 93	10 40	186 73	3 40	44 50	5, 698 56	1, 080 00	172, 764 66	191, 543 94
Third district.....	8, 688 95	95 47	243 86		23 60	9, 050 80	3, 350 80	573, 187 82	559, 955 63
Fourth district*.....	6, 854 95	92 44	148 00	81 83	30 83	7, 208 95	1, 949 08	276, 092 10	317, 999 91
Fifth district*.....	10, 913 60	318 92	259 60	112 50		11, 532 62	7, 140 00	1, 412, 589 36	1, 330, 892 01
Total.....	36, 511 81	529 73	901 30	292 18	99 93	38, 364 95	16, 369 65	2, 561, 298 64	2, 510, 334 10
NEW MEXICO.									
New Mexico*.....	5, 969 90		48 05	10 55	236 64	6, 985 14	3, 470 60	32, 081 43	38, 219 11
NEW YORK.									
First district*.....	29, 375 00	269 16	929 99		98 50	29, 069 65	17, 375 00	4, 998, 550 79	4, 437, 810 99
Second district.....	22, 092 40	387 22	234 00		124 20	22, 537 82	16, 592 40	3, 171, 769 74	3, 084, 597 69
Third district*.....	11, 853 08	178 08	103 60	63 68	90 00	12, 303 64	5, 103 17	2, 255, 965 94	2, 396, 344 65
Fourth district.....	13, 538 95	78 46	194 70	1 95	344 53	13, 866 61	6, 576 93	1, 734, 751 08	2, 307, 743 60
Fifth district.....	11, 709 42	147 36	128 73		75 20	12, 060 73	6, 736 69	1, 366, 609 83	1, 353, 618 79
Sixth district.....	13, 037 38	46 72	157 61	2 82	48 75	13, 283 86	4, 315 96	332, 607 64	463, 089 00
Seventh district.....	4, 915 69	246 45	65 63	8 41	53 50	5, 390 10	1, 560 71	132, 189 29	136, 768 02
Eighth district.....	9, 767 86	116 69	163 00	4 90	42 50	10, 094 97	1, 739 85	318, 704 70	258, 475 74
Ninth district.....	3, 875 66	183 66	94 86	13 04	63 88	4, 117 96	892 07	190, 746 16	82, 938 90
Tenth district.....	10, 057 66	135 78	146 60	2 00	70 75	10, 425 83	3, 432 80	953, 874 62	911, 501 49
Eleventh district*.....	6, 565 67	36 74	97 50	6 47	69 00	6, 770 91	2, 019 36	324, 331 38	306, 967 33
Twelfth district*.....	2, 753 51	71 91	72 47		8 50	2, 913 95	612 50	44, 834 18	41, 839 11
Thirteenth district.....	2, 410 51	83 11	64 92	18 65	32 50	2, 595 64	1, 465 90	32, 338 27	30, 350 38
Fourteenth district*.....	5, 619 95	92 11	227 55	15 18	37 38	5, 965 64	1, 600 00	238, 915 52	192, 936 01
Fifteenth district.....	2, 714 58	38 77	50 41		41 25	2, 860 19	1, 286 15	38, 758 14	40, 485 87
Sixteenth district.....	4, 150 95	18 94	108 30		26 75	4, 304 24	600 00	77, 176 06	88, 374 23
Seventeenth district.....	7, 513 38	37 56	164 00		7, 812 39	7, 812 39	1, 120 00	389, 912 80	404, 295 99
Eighteenth district*.....	8, 258 37	72 59	203 50		33 45	8, 568 21	2, 298 94	377, 907 05	404, 249 29
Nineteenth district.....	8, 000 12	60 13	90 00	2 79	30 75	8, 183 79	2, 477 40	507, 844 66	425, 435 23
Twentieth district.....	6, 472 08	106 70	245 83	7 86	25 25	6, 857 12	1, 346 17	385, 283 48	448, 631 73
Twenty-first district*.....	4, 039 70		74 95			4, 113 95	1, 049 50	61, 142 77	60, 392 54

* Including items which belong to previous fiscal years not before adjusted.

† Complete returns not received from collector.

H.—Statement showing the expenses of collecting the internal-revenue taxes, &c.—Continued.

District.	Compensation.	Stationery and blank books.	Postage.	Express and dep. money.	Advertising.	Total expense of collecting.	Expenses of administering office.	Assessments.	Collections.
NEW YORK—Continued.									
Twenty-sixth district*.....	\$5,279 11	\$112 81	\$43 50	\$6 08	\$92 18	\$5,463 08	\$1,850 19	\$155,692 01	\$177,910 99
Twenty-seventh district, (old) Do. (new).....	4,520 79	43 49	76 25	.....	25 39	4,665 92	1,909 50	137,167 51	198,478 17
Twenty-eighth district*.....	575 69	.....	17 00	6 55	3 83	603 12	279 58	32,759 25	28,722 77
Twenty-ninth district*.....	8,030 40	45 74	41 71	.....	19 00	8,136 85	2,963 11	492,498 69	486,317 60
Thirtieth district*.....	3,502 26	40 01	71 95	.....	.....	3,614 22	599 50	85,636 54	86,953 18
Thirty-first district*.....	15,887 19	135 87	94 79	.....	54 50	16,174 47	5,119 25	1,871,256 54	1,754,027 38
Thirty-second district*.....	2,544 44	25 06	158 00	.....	.....	2,727 50	550 00	28,773 57	38,936 10
.....	22,701 24	340 26	527 60	3 28	23 60	23,395 96	17,136 19	3,240,449 60	3,303,483 59
Total.....	246,467 01	3,358 26	3,603 08	163 86	1,512 21	255,105 02	114,877 09	23,918,928 61	23,651,306 34
NORTH CAROLINA.									
First district*.....	5,539 56	75 15	71 26	.....	12 50	5,718 49	1,914 17	22,180 16	24,507 03
Second district*.....	9,801 78	102 64	129 04	.....	10 00	10,043 46	5,392 05	45,035 31	51,610 43
Third district.....	6,500 00	38 06	42 22	.....	15 00	6,595 28	3,426 83	40,671 36	57,342 55
Fourth district.....	10,000 00	87 06	84 11	5 38	8 00	10,184 55	7,183 30	367,928 91	376,109 63
Fifth district*.....	16,781 40	115 67	191 90	4 83	24 56	17,118 36	11,610 96	412,450 67	398,763 81
Sixth district*.....	9,626 80	211 46	83 00	13 44	.....	9,734 72	5,585 49	235,554 67	290,319 47
Seventh district*.....	12,723 44	87 63	48 00	.....	.....	12,869 07	5,454 02	20,728 25	22,067 65
Total.....	70,892 98	717 69	649 55	23 65	70 06	72,263 93	40,577 74	1,164,603 00	1,130,720 57
OHIO.									
First district.....	24,167 19	225 17	138 00	.....	13 00	24,553 36	9,930 07	6,359,229 63	6,072,427 83
Second district, (old)*.....	661 41	.....	.....	.....	.....	661 41	.....	.....	4,583 35
Third district*.....	14,016 85	162 44	200 84	.....	14 00	14,394 09	5,153 50	1,555,179 69	1,708,389 40
Fourth district*.....	11,869 31	69 93	66 13	.....	.....	12,005 37	1,987 00	730,343 94	712,863 88
Fifth district*.....	7,669 41	85 63	102 35	1 80	31 25	7,910 44	1,654 80	352,123 86	269,438 30
Sixth district*.....	12,421 45	86 64	74 63	3 50	.....	12,586 34	3,592 80	732,550 95	720,349 63
Seventh district*.....	10,407 77	92 32	48 92	.....	41 00	10,579 91	3,722 40	745,185 36	702,177 06
Eighth district*.....	2,453 93	38 90	30 75	.....	12 50	2,535 34	1,062 72	34,792 09	32,022 02
Ninth district*.....	10,308 13	150 44	139 27	1 03	35 75	10,635 59	2,763 09	856,867 14	850,702 69
Tenth district.....	11,627 53	139 77	113 00	.....	26 40	11,741 73	3,274 34	1,231,769 33	1,218,640 03
Eleventh district*.....	11,962 97	27 14	115 00	.....	38 00	12,143 11	1,834 48	736,547 12	741,316 36
Twelfth district*.....	10,229 35	57 92	54 46	2 22	20 25	10,374 98	1,365 53	594,910 80	581,118 15
Thirteenth district.....	4,275 60	34 17	40 80	.....	.....	4,350 57	2,020 72	94,554 06	94,390 40
Fourteenth district*.....	3,065 14	44 47	57 00	.....	11 50	3,178 11	924 61	104,920 70	87,390 33
Fifteenth district*.....	4,271 15	51 71	117 61	2 40	.....	4,442 86	2,207 61	190,467 91	175,000 34
Sixteenth district*.....	4,411 57	51 71	117 61	31 00	4,610 28	2,207 61	190,467 91	175,000 34

FIFTH AUDITOR.

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Seventeenth district*.....	7,319 96	111 74	89 00	9 00	7,739 02	1,171 75	377,024 37	351,265 43
Eighteenth district*.....	10,937 53	109 60	102 00	52 40	11,221 73	4,350 00	911,232 08	900,914 79
Nineteenth district*.....	3,673 98	27 43	96 65	31 50	3,829 66	1,258 22	76,469 51	72,201 37
Total.....	165,891 10	1,682 96	1,641 64	11 31	169,662 01	49,243 81	15,674,820 86	15,128,968 42
OREGON.								
Oregon*.....	6,474 96	49 19	58 54	32 05	6,630 34	2,974 96	114,120 00	125,547 12
PENNSYLVANIA.								
First district.....	12,186 12	191 42	5 00	21 00	12,407 14	4,493 67	1,893,932 84	1,938,599 01
Second district.....	11,615 31	88 03	10 50	22 50	11,736 34	2,983 00	2,134,850 69	1,857,457 37
Third district.....	5,332 36	205 57	30 00	36 50	5,576 37	2,634 00	417,824 24	1,355 38
Fourth district.....	5,773 94	65 83	30 00	23 10	5,916 27	2,673 66	419,413 98	419,413 98
Fifth district.....	6,862 09	55 85	140 30	18 50	7,061 17	3,453 81	368,907 45	368,907 45
Sixth district.....	6,658 70	53 04	32 79	18 50	6,705 03	1,072 50	260,682 26	315,869 86
Seventh district.....	2,963 30	43 45	66 56	7 40	3,062 61	715 00	49,634 27	46,773 37
Eighth district.....	5,817 93	34 12	33 00	9 75	5,894 80	1,000 00	255,712 81	249,801 30
Ninth district.....	6,320 53	73 01	85 71	19 50	6,498 75	1,700 00	224,031 49	274,320 68
Tenth district.....	5,051 87	45 25	72 46	9 75	5,180 82	2,169 22	147,946 21	154,616 14
Eleventh district.....	4,848 61	102 63	128 20	114 00	5,193 44	1,360 00	145,698 07	139,979 06
Twelfth district.....	5,752 32	163 35	182 20	24 50	6,099 86	2,252 95	211,782 60	197,002 89
Thirteenth district.....	2,940 42	91 50	97 21	15 00	3,144 13	1,029 55	50,393 14	49,043 74
Fourteenth district.....	4,245 33	89 80	134 80	78 50	4,554 99	1,039 09	135,834 02	135,834 02
Fifteenth district.....	6,486 11	73 12	114 40	30 25	6,705 23	3,084 09	228,150 46	247,968 62
Sixteenth district.....	5,169 19	101 90	151 45	32 25	5,488 33	1,812 69	143,284 24	144,635 28
Seventeenth district.....	2,960 68	14 85	61 00	19 50	3,041 18	550 53	50,360 79	48,669 48
Eighteenth district.....	4,042 73	142 32	130 45	19 00	4,197 03	2,002 72	81,115 36	87,017 00
Nineteenth district.....	10,214 66	57 38	163 30	20 50	10,455 84	3,689 95	171,691 56	154,362 75
Twentieth district.....	9,285 62	7 50	222 00	10 30	9,525 62	2,470 42	155,498 98	164,236 71
Twenty-first district.....	9,668 98	123 10	161 45	8 00	9,962 68	3,379 03	516,794 81	486,018 39
Twenty-second district.....	11,411 50	152 90	118 48	35 50	11,682 68	5,018 80	1,192,242 50	1,171,480 41
Twenty-third district.....	6,383 14	79 01	60 00	9 93	6,437 67	3,442 50	544,960 25	523,336 75
Twenty-fourth district.....	4,968 30	99 02	137 72	9 93	5,224 97	2,346 93	143,394 86	141,523 44
Total.....	155,103 79	2,053 63	2,340 88	585 43	160,134 61	59,017 80	9,503,829 48	9,320,073 58
RHODE ISLAND.								
First district.....	8,179 61	86 47	113 00	38 00	8,419 26	2,250 00	584,603 47	580,196 49
Second district.....	3,201 90	18 61	37 00	24 50	3,282 01	438 15	64,685 36	57,994 85
Total.....	11,381 51	105 08	150 00	62 50	11,701 27	2,688 15	653,288 83	638,191 74

* Including items which belong to previous fiscal years not before adjusted.

H.—Statement showing the expenses of collecting the internal-revenue taxes, &c.—Continued.

District.	Compensation.	Stationery and blank books.	Postage.	Express and dep. money.	Advertis- ing.	Total expense of collecting.	Expenses of administrator- ing office.	Assessments.	Collections.
SOUTH CAROLINA.									
First district*.....	\$7,316 25	\$65 29	\$211 30	\$5 75	\$25 50	\$7,634 09	\$3,358 00	\$141,918 01	\$105,107 06
Second district.....	6,062 48	51 58	89 30	.....	52 80	6,256 56	3,062 88	91,363 16	94,991 15
Third district.....	5,844 81	155 90	101 97	8 85	23 00	6,131 93	3,430 52	77,032 37	66,630 47
Total.....	19,223 54	278 77	403 57	12 00	101 30	20,012 58	9,841 40	310,313 54	288,726 68
TENNESSEE.									
First district*.....	3,981 09	26 49	35 07	2 75	28 50	4,073 90	2,031 09	10,406 06	14,803 96
Second district*.....	6,575 35	20 17	35 00	.....	14 00	6,644 52	5,150 32	77,791 42	62,819 63
Third district*.....	5,636 71	200 92	60 50	.....	.....	5,898 13	3,146 57	39,893 45	32,303 28
Fourth district*.....	5,000 00	107 80	43 80	.....	24 50	5,176 10	3,051 86	41,815 42	46,547 59
Fifth district*.....	7,500 00	81 69	104 00	1 50	11 20	7,698 39	4,830 73	330,816 17	322,961 29
Sixth district*.....	9,014 10	172 92	20 08	.....	50	9,207 60	5,065 34	148,673 74	186,562 70
Seventh district*.....	4,250 00	149 76	59 50	.....	14 50	4,473 76	2,250 00	68,656 45	57,692 19
Eighth district.....	6,982 25	84 68	155 33	4 90	32 00	7,259 16	3,982 25	156,376 50	167,649 99
Total.....	48,929 50	844 43	513 28	9 15	125 20	50,421 56	29,508 16	874,619 21	883,339 63
TEXAS.									
First district*.....	7,766 76	147 78	35 84	9 75	10 00	7,963 13	5,454 16	190,335 05	105,440 20
Second district*.....	10,403 25	109 63	160 24	40 00	95 83	10,808 97	7,228 15	84,632 26	65,197 62
Third district.....	8,000 00	22 50	73 61	13 90	46 55	8,156 56	5,054 75	91,282 45	52,439 23
Fourth district†.....	16,472 85	136 73	137 19	99 30	.....	16,896 07	3,980 04	51,900 88	66,304 66
Total.....	42,642 86	466 64	468 88	155 95	152 40	43,824 73	21,717 10	418,161 64	291,390 71
UTAH.									
Utah*.....	5,311 54	93 81	194 00	85 90	.....	5,684 55	2,811 54	55,380 30	46,164 07
VERMONT.									
First district.....	5,143 01	4 93	45 00	.....	45 50	5,238 46	.....	29,246 19	54,767 13
Second district.....	3,189 94	9 40	69 79	.....	27 30	3,297 63	1,033 00	29,149 28	28,081 83
Third district*.....	3,140 31	28 53	163 78	.....	28 00	3,310 64	1,086 57	47,461 21	53,016 19
Total.....	11,472 26	35 90	267 57	.....	191 00	11,846 73	2,122 17	116,956 66	147,045 14

VIRGINIA.											
First district*	684 66	189 43	16 34	5 75	104 46	893 64	414 00	35,231 59	15,909 54		
Second district	9,072 96	90 90	90 50		16 65	9,251 01	3,361 92	822,069 92	713,061 00		
Third district*	13,311 99	266 47	99 47	2 55	60 25	13,740 73	4,969 42	9,020,220 63	9,004,246 19		
Fourth district*	5,836 68	105 00	109 98	6 47		6,048 13	2,671 30	81,674 76	80,583 66		
Fifth district	11,950 50	329 41	129 95	7 25	30 00	11,737 11	4,443 09	1,645,397 15	1,600,407 77		
Sixth district*	8,297 80	168 44	237 55		32 75	8,726 54	4,699 25	148,110 61	148,856 99		
Seventh district	4,353 62	66 27	141 38		38 00	4,599 17	1,425 00	109,814 69	91,465 83		
Eighth district	9,744 45	76 37	139 60			9,960 42	598 50	26,903 71	25,781 19		
Total	55,532 66	1,275 29	954 67	22 02	272 11	56,056 75	22,502 38	4,869,353 09	4,680,272 17		
WASHINGTON.											
Washington*	7,994 93	411 81	83 99	174 43	48 55	8,713 71	4,740 46	37,793 37	23,300 27		
WEST VIRGINIA.											
First district	6,966 01		92 02	1 10	32 00	7,091 13	1,940 00	313,548 06	345,049 65		
Second district*	4,528 70	66 39	84 51	20 40	32 00	4,739 00	510 00	135,450 75	103,911 40		
Third district*	2,320 63	39 51	61 27			2,414 41	209 72	19,830 66	22,364 54		
Total	13,815 34	98 90	237 80	21 50	64 00	14,237 54	2,669 72	468,829 47	471,245 59		
WISCONSIN.											
First district*	12,608 66	56 92	91 01	2 29	38 25	12,797 73	3,000 00	1,669,634 74	1,601,413 76		
Second district*	5,310 84	49 73	143 65		70 50	5,574 72	1,200 00	230,491 63	171,902 28		
Third district*	4,000 69	43 09	90 17	12 97	27 75	4,176 67	1,848 62	135,114 39	66,737 76		
Fourth district	2,118 62	19 46	50 00			2,188 08	691 66	40,924 79	37,378 68		
Fifth district*	3,859 62	34 31	44 80	4 01		3,937 74	1,766 42	32,035 16	63,791 67		
Sixth district*	11,164 79	69 53	91 50		18 40	11,364 02	2,577 35	64,898 04	65,316 89		
Total	39,016 42	284 84	511 13	19 27	155 50	39,987 16	11,083 95	2,172,148 75	2,006,541 04		
WYOMING.											
Wyoming	3,026 02	139 40	50 35	31 77	17 40	3,264 94	1,026 02	7,595 77	6,777 16		

* Including items which belong to previous fiscal years not before adjusted.
 † Complete returns not received from collector.
 ‡ NOTE.—The districts marked "old" and "new" are those that have been consolidated, and show the amount of expense previous and subsequent to consolidation.

H.—Statement showing the expenses of collecting the internal-revenue taxes, &c.—Continued.

RECAPITULATION.

District.	Compensation.	Stationery and blank-books.	Postage.	Express and dep. money.	Advertising.	Total expense of collecting.	Expenses of administering office.	Assessments.	Collections.
Alabama.....	\$23,940 80	\$236 91	\$222 16	\$5 05	\$55 75	\$94,500 67	\$15,004 64	\$294,021 29	\$234,280 92
Arizona.....	1,800 00	41 16	13 00	45 50	45 50	1,898 66	3,936 17	3,936 17	14,406 14
Arkansas.....	22,206 91	311 97	306 42	88 78	19 50	22,923 58	9,049 56	140,331 97	99,854 91
California.....	63,674 57	648 54	940 75	1,506 05	408 47	67,178 36	34,674 03	2,730,490 34	3,073,580 27
Colorado.....	8,750 00	88 54	76 80	8 90	184 70	9,108 94	5,000 00	76,546 14	63,047 42
Connecticut.....	25,769 13	218 85	484 00	6 02	84 60	26,528 62	8,377 67	1,237,019 58	1,304,613 44
Dakota.....	20,000 00	90 94	37 00	8 00	10 75	2,066 69	252 99	6,431 33	6,924 52
Delaware.....	7,901 44	76 78	96 97	.....	47 91	8,122 40	2,000 00	469,770 41	462,091 38
District of Columbia.....	5,669 99	46 54	96 00	.....	59 00	5,868 53	1,378 60	230,910 34	216,999 56
Florida.....	11,114 78	137 34	209 50	9 04	54 00	12,532 72	102,352 72	98,723 52	98,723 52
Georgia.....	20,997 43	376 78	423 23	11 69	82 00	30,891 13	20,316 97	600,405 57	592,609 55
Idaho.....	4,910 14	35 04	39 48	147 00	10 00	5,164 70	1,910 18	23,145 22	35,636 98
Illinois.....	137,394 91	1,207 26	1,823 52	19 60	418 15	141,063 44	45,862 91	17,524,562 05	15,647,157 07
Indiana.....	94,946 15	1,307 87	1,367 87	34 08	300 65	97,032 30	24,382 94	5,871,658 16	5,464,384 85
Iowa.....	31,241 99	672 79	778 04	23 74	240 40	33,003 09	11,024 83	1,145,433 94	1,030,463 54
Kansas.....	7,500 00	117 49	378 00	4 46	142 00	8,141 95	4,576 85	258,469 77	234,924 32
Kentucky.....	71,438 90	1,414 97	1,153 18	1,165 97	316 90	75,491 22	26,969 18	6,106,005 08	5,496,799 31
Louisiana.....	45,419 31	147 86	147 86	241 21	154 60	46,182 76	22,404 33	1,742,849 91	1,634,029 00
Maine.....	15,341 65	142 77	309 54	4 31	71 15	15,669 46	2,539 75	289,651 26	303,591 86
Maryland.....	42,929 20	498 60	920 25	13 17	233 74	43,225 25	15,610 20	4,993,526 49	4,555,886 53
Massachusetts.....	81,694 92	818 53	1,670 09	22 38	344 34	84,530 30	29,184 72	7,284,517 46	6,470,701 49
Michigan.....	32,371 55	443 53	821 44	30 35	171 60	33,738 51	13,176 34	2,373,407 75	2,401,970 58
Minnesota.....	20,464 44	76 09	399 16	.....	11,004 69	5,382 29	5,382 29	272,196 39	247,398 41
Missouri.....	50,570 53	344 67	352 92	23 15	25 50	51,316 77	14,383 71	781,185 35	674,591 11
Montana.....	58,314 78	830 59	1,400 01	74 26	389 05	61,018 62	34,036 84	5,101,923 45	4,687,453 96
Nebraska.....	9,000 00	55 60	43 44	.....	35 00	9,133 44	6,010 00	29,721 84	42,730 60
Nevada.....	9,797 43	130 62	37 93	110 54	223 81	9,965 28	2,923 75	140,857 52	138,371 30
New Hampshire.....	11,908 67	25 92	97 13	.....	11,639 16	11,639 16	9,118 85	65,801 04	36,710 75
New Jersey.....	12,194 95	160 19	973 13	86 75	12,715 92	12,715 92	2,503 31	346,775 33	305,275 07
New Mexico.....	36,511 81	529 73	901 30	222 18	90 62	36,964 92	16,989 65	2,501,324 84	2,510,334 10
New York.....	2,969 80	3,358 26	46 05	10 55	226 64	3,685 14	2,470 60	29,081 43	34,219 11
North Carolina.....	246,467 01	3,043 98	3,043 98	163 86	1,512 21	255,105 02	114,877 09	22,914,924 01	22,631,306 34
Ohio.....	70,892 86	1,632 96	649 55	32 65	70 06	72,263 93	40,577 74	1,164,869 96	1,130,790 57
Oregon.....	165,461 10	1,632 96	1,641 64	11 31	501 00	167,604 01	49,243 81	15,074,120 86	15,198,064 43
Pennsylvania.....	6,474 90	58 54	58 54	5 60	32 05	6,620 34	2,974 96	8,114,120 40	9,320,073 54
Rhode Island.....	155,105 79	105 09	2,130 46	60 88	585 43	160,134 61	58,017 40	8,053,294 85	9,684,784 68
South Carolina.....	182,814 74	147 37	154 71	3 18	60 80	183,101 97	2,441 45	310,413 54	308,330 63
Tennessee.....	44,629 50	142 13	154 71	13 10	112 30	45,042 56	20,504 16	470,010 91	464,330 63
Texas.....	42,012 24	160 01	106 84	155 95	1,52 10	43,431 73	31,717 19	415,161 64	391,390 71

Utah.....	5,311 54	93 81	194 00	85 90	.....	5,664 55	2,811 54	55,369 30	46,188 07
Vermont.....	11,459 26	35 90	237 57	.....	121 01	11,846 73	2,122 17	116,256 68	147,045 18
Virginia.....	55,532 66	1,275 26	954 67	22 02	273 11	58,056 75	2,502 38	4,849,353 09	4,640,272 17
Washington.....	7,994 93	411 81	83 99	174 43	48 55	8,713 71	4,740 46	37,719 37	23,200 27
West Virginia.....	13,815 34	98 90	237 80	21 50	64 00	14,237 54	2,699 72	408,829 47	471,245 59
Wisconsin.....	39,016 42	284 84	511 13	19 27	153 50	39,957 16	11,083 95	2,173,148 75	2,006,541 04
Wyoming.....	3,026 02	139 40	50 35	31 77	17 40	3,264 94	1,026 02	7,595 77	6,777 18
Grand total.....	1,843,433 21	23,028 50	27,498 15	4,593 29	8,523 57	1,907,076 72	776,100 52	123,079,963 73	117,329,127 93

I.—Statement of accounts of revenue-stamp agents from April 1, 1871, to December 31, 1871.

DR.

To amount outstanding in agents' hands April 1, 1871	\$3, 104, 771 31
To amount of stamps received from Commissioner	9, 177, 744 44
To amount charged T. J. West as interest	104 33
To amount charged Ault & Bachtel as costs of suit	37 56
To amount commissions charged back to Ault & Bachtel	11 25
	<hr/>
	12, 282, 669 09
	<hr/>

CR.

By amount of cash deposited with the United States Treasurer	\$2, 376, 285 39
By amount allowed as commissions	507, 348 76
By amount of stamps returned to Commissioner	159, 536 62
By amount allowed L. L. Merry by act of Congress, private, No. 2, approved December 20, 1870	3, 696 73
By amount outstanding in agents' hands December 31, 1871 to be ac- counted for	3, 235, 801 92
	<hr/>
	12, 282, 669 09
	<hr/>

Amount overpaid by agents in settlement of their accounts \$920 04

K.—Statement of amounts paid for printing stamps and for stamp-paper for the Office of Internal Revenue for the fiscal year ending June 30, 1872.

To the Continental Bank Note Company	\$208, 675 96
To the American Phototype Company	4, 035 48
To Joseph R. Carpenter	94, 628 54
To the Bureau of Printing and Engraving	117, 257 01
To the National Bank Note Company	10, 106 75
To Henry Skidmore	6, 335 60
To James M. Willcox & Co., (paper)	62, 059 97
	<hr/>
	509, 099 31
	<hr/>

L.—Statement of accounts of the Commissioner of Internal Revenue for internal revenue stamps for the fiscal year ending June 30, 1872.

DR.

To amount of stamps in hands of Commissioner June 30, 1870, as per last report	\$218, 526 67
To amount of stamps received from printer	10, 450, 683 33
To amount of stamps returned by collectors	8, 379 70
	<hr/>
	10, 677, 589 70
	<hr/>

CR.

By amount of stamps sent to collectors	\$8, 973, 647 50
By amount of stamps destroyed	6, 379 70
By amount of stamps remaining in hands of Commissioner June 30, 1872	1, 697, 568 50
	<hr/>
	10, 677, 589 70
	<hr/>

M.—Statement of accounts of the Commissioner of Internal Revenue for internal revenue stamps for distilled spirits for the fiscal year ending June 30, 1872.**DR.**

To amount of stamps in hands of Commissioner June 30, 1871, as per last report.....	\$15,297,050 00
To amount of stamps received from printers.....	45,299,200 00
To amount of stamps returned by collectors.....	171,575 00
	<hr/>
	60,767,825 00
	<hr/>

CR.

By amount of stamps sent to collectors.....	\$37,498,075 00
By amount of stamps destroyed.....	8,563,575 00
By amount of stamps remaining in hands of Commissioner June 30, 1872.....	14,706,175 00
	<hr/>
	60,767,825 00
	<hr/>

N.—Statement of accounts of the Commissioner of Internal Revenue for internal revenue tobacco, snuff, and cigar stamps for the fiscal year ending June 30, 1872.**DR.**

To amount of stamps in hands of Commissioner June 30, 1871, as per last report.....	\$6,750,980 75
To amount of stamps received from printers.....	38,043,699 05
To amount of stamps returned by collectors.....	476,961 43
	<hr/>
	45,271,640 93
	<hr/>

CR.

By amount of stamps sent to collectors.....	\$39,852,800 74
By amount of stamps destroyed.....	2,550,637 47
By amount of stamps remaining in hands of Commissioner June 30, 1872.....	2,868,202 72
	<hr/>
	45,271,640 93
	<hr/>

O.—Statement of accounts of the Commissioner of Internal Revenue for internal revenue stamps (adhesive) for the fiscal year ending June 30, 1872.**DR.**

To amount of stamps in hands of Commissioner June 30, 1871, as per last report.....	\$2,329 82
To amount of stamps ordered from printers.....	16,915,017 01
To amount of stamps returned by agents.....	224,055 21
To amount of discount withheld in exchange.....	1,832 33
	<hr/>
	17,143,234 37
	<hr/>

CR.

By amount of cash deposited with the United States Treasurer.....	\$3,875,548 73
By amount allowed as commission.....	232,851 34
By amount of stamps sent to agents.....	12,683,631 73
By amount of stamps destroyed.....	325,161 14
By amount allowed on affidavits of loss.....	20,791 39
By amount allowed under decision of Court of Claims reversing decision of C. Delano, late Commissioner, as commissions.....	5,150 04
By amount of stamps remaining in hands of Commissioner June 30, 1872.....	100 00
	<hr/>
	17,143,234 37
	<hr/>

P.—Statement of accounts of the Commissioner of Internal Revenue for internal revenue stamped foil wrappers for tobacco for the fiscal year ending June 30, 1872.

DR.

To amount of stamped foil wrappers received from printer..... \$22,321 73

CR.

By amount of stamped foil wrappers sent to collectors..... \$22,321 73



Q.—Statement showing the amounts paid for salaries in the office of the Commissioner of Internal Revenue; also, salaries and expenses of supervisors, detectives, and surveyors of distilleries; miscellaneous expenses, counsel-fees, &c., drawbacks on rum and alcohol, and tures erroneously assessed and collected, refunded during the fiscal year ended June 30, 1872.

Supervisors.	Salary.	Expenses.	Clerk-hire.	Furniture.	Rent.	Total.
James R. Bayley.....	\$2,539 40	\$1,152 90			\$300 00	\$3,992 30
E. W. Barber.....	3,000 00	663 23	\$1,125 00		105 40	4,893 63
S. J. Conklin.....	3,000 00	633 07	1,798 30		920 00	6,351 37
K. R. Cobb.....	2,997 56	2,658 36	1,626 54		252 00	7,534 46
R. G. Corwin.....	3,000 00	1,160 85	4,129 63	\$10 50	369 92	8,670 90
S. B. Dutcher.....	3,000 00	1,271 93	3,547 19	138 35		7,957 47
J. W. Dwyer.....	3,000 00	1,093 69	1,200 00		54 00	5,347 69
G. W. Emery*.....	2,029 87	1,179 95	2,464 00		240 00	5,913 82
Speed S. Fry*.....	2,959 78	1,335 76	2,135 45	68 95	147 98	6,647 92
Alexander Fulton.....	3,000 00	391 42	1,879 01			5,270 43
L. M. Foulke.....	3,000 00	1,406 63	2,028 42	28 00	894 93	7,457 98
Wolcott Hamlin.....	2,497 76	596 48	799 54		89 00	3,982 78
J. M. Hedrick.....	2,997 19	2,503 99	1,502 94	83 00	100 02	7,186 14
Dana E. King.....	3,000 00	638 56	1,198 85	193 25	225 00	5,255 66
W. Krzyzanowski*.....	1,051 63	2,961 55	401 09		50 00	4,464 27
George Marston*.....	1,842 39	787 50	1,158 91		166 33	3,955 13
John McDonald.....	3,000 00	5,156 11	6,866 97		730 00	15,743 08
D. W. Munn*.....	1,605 96	530 75	1,335 05	127 45	150 00	3,749 21
John O'Donnell.....	2,999 97	337 01	1,899 89		158 29	5,395 16
Otis F. Presbrey.....	3,000 00	1,653 68	2,871 69		550 56	8,075 93
P. W. Perry.....	2,999 98	1,954 53	1,491 24		275 00	6,720 75
Simon T. Powell.....	2,999 28	1,021 33	1,329 33	32 25	247 50	5,629 69
N. D. Stanwood.....	3,000 00	1,095 05	873 18	74 50	153 33	5,196 06
W. A. Simmons.....	3,000 00	1,250 22	2,052 00		1,074 96	7,377 18
J. B. Sweetzer.....	3,000 00	339 96	1,351 41			4,691 37
Benj. J. Sweet*.....	1,394 02	474 94	572 28	257 50	75 00	2,773 74
W. B. Stokes*.....	969 24	188 01	501 35		104 00	1,762 60
Alexander P. Tutton.....	3,000 00	889 37	1,874 99			5,764 36
Total.....	73,884 03	35,326 23	50,018 25	1,013 75	7,523 29	167,766 15
Add to this amount for stationery furnished supervisors, and allowed in contractors' accounts.....						1,821 24
Total.....						169,587 39

* In office a fraction of the year.

DETECTIVES.

Name.	Salary.	Expenses.	Total.
O. J. Averell.....	\$672 00	\$498 50	\$1,170 50
George C. Alden.....	1,722 00	1,303 74	3,025 74
J. N. Beach.....	2,019 00	1,328 95	3,347 95
B. P. Brasher.....	2,163 00	1,616 68	3,779 68
James J. Brooks.....	2,448 00	338 73	2,786 73
James T. Bryer.....	1,134 00	642 79	1,776 79
A. E. Burpee.....	1,848 00	707 44	2,555 44
Willard Bullard.....	203 00	19 00	227 00
John B. Brownlow.....	805 00	397 40	1,202 40
Matthew Berry.....	1,878 00	1,455 85	3,333 85
E. T. Bridges.....	2,191 00	914 80	3,105 80
S. C. Boynton.....	520 00	22 15	542 15
H. Bowman.....	352 00	24 36	376 36
John C. Bowyer.....	1,398 00	471 77	1,869 77
T. K. Church.....	670 00	609 28	1,279 28
George L. Douglass.....	110 00		110 00
R. J. Easton.....	1,442 00	904 40	2,346 40
William A. Gavett.....	2,037 00	1,714 62	3,751 62
Arthur Gunther.....	1,866 00	2,968 25	4,834 25
Lucian Hawley.....	2,630 00	1,223 82	3,853 82
Thomas Hammond, Jr.....	976 00	156 10	1,132 10
C. M. Horton.....	1,495 00	974 40	2,469 40
W. Huffman.....	300 00	149 40	449 40
D. W. Ives.....	1,453 00	265 00	1,718 00
James H. Kelly.....		35 60	35 60
J. J. Lamoree.....	275 00	575 84	850 84
D. H. Lyman.....	2,110 00	1,355 68	3,465 68
J. H. Manley.....	1,825 00	1,248 08	3,073 08
H. S. McCollum.....	225 00	286 20	511 20
John Murray.....	126 00	7 00	133 00
Henry W. Purvis.....	228 00	118 40	346 40
Charles Parker.....	924 00	537 25	1,461 25
J. W. Reams.....	295 00	186 65	481 65
J. E. Simpson.....	1,729 00	1,590 45	3,319 45
S. A. Sixbury.....	588 00	408 94	996 94
Thomas Waters.....	861 00	673 95	1,534 95
J. W. Wood.....	775 00	519 50	1,294 50
H. T. Yaryan.....	1,555 00	1,674 15	3,229 15
Total.....	43,913 00	27,925 10	71,838 10

SURVEYORS OF DISTILLERIES.

Salaries.....	\$15,129 63
Expenses.....	13,355 07
Total.....	28,484 70

Salary, &c., of Office of Commissioner of Internal Revenue.

Salary, (thirteen months).....	\$409,397 48
Traveling expenses, &c.....	394 80
Total.....	409,792 28

MILCELLANEOUS EXPENSES.

Salary.....	\$4,454 00
Traveling expenses.....	10,744 91
Expenses.....	19,615 88
Telegrams.....	3,105 05
Rent.....	8,000 00
Stationery.....	43,044 22
Expressage.....	61,826 41
Total.....	150,790 47

COUNSEL FEES AND EXPENSES MOIETIES, AND REWARDS.

Fees and expenses.....	\$16,381 56
Moieties.....	2,714 38
Rewards.....	12,790 00
Total.....	31,885 94
Total.....	592,468 69

Drawbacks on rum and alcohol.....	\$553,002 00
Taxes, erroneously assessed and collected, refunded.....	570,005 34
	<u>1,123,007 34</u>

Statement of fines, penalties, and forfeitures.

Balance on deposit to credit of the Secretary of the Treasury July 1, 1871.	\$280,249 72
Amount deposited.....	149,749 00
	<u>429,998 72</u>
Amount disbursed.....	206,056 24
	<u>223,942 48</u>
Balance on deposit to credit of the Secretary of the Treasury July 1, 1872.....	

Statement of disbursements for salaries of United States direct-tax commissioners in insurrectionary districts during the fiscal year ended June 30, 1872.

State.	Salary.
South Carolina.....	\$538 01

Moneys refunded on lands sold for taxes and redeemed.

State.	Amount.
Virginia.....	\$4,281 31

Moneys illegally collected in the insurrectionary districts refunded during the fiscal year ended June 30, 1872.

Amount refunded.....	\$3,497 25
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Statement of certificates issued and allowed for drawbacks on merchandise exported, as provided for under section 171 of the act of June 30, 1864, for the fiscal year ended June 30, 1872.

Number of certificates received and allowed.....	150
Amount allowed.....	<u>\$15,004 76</u>

REPORT OF THE SIXTH AUDITOR.

REPORT OF THE SIXTH AUDITOR OF THE TREASURY.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 17, 1872.

SIR: I have the honor to submit the following report of the business operations of this office for the fiscal year ended June 30, 1872. My forthcoming report to the Postmaster-General will exhibit in detail all that pertains to the financial transactions of the Post-Office Department for the past fiscal year.

Pursuing the plan adopted in presenting my last annual report, I have, as far as practicable, made quarterly exhibits of the work performed, with a view of showing the increase of business.

A comparison of the tables and statements in the present report with those contained in my report for the fiscal year ended June 30, 1871, will show a steady increase of business in every division of the Bureau.

EXAMINING DIVISION—BENJAMIN LIPPINCOTT, PRINCIPAL EXAMINER.

This division receives and audits the quarterly accounts-current of all post-offices in the United States. It is divided into four subdivisions, viz, the opening-room, the stamp-rooms, the examining corps proper, and the error-rooms.

1. *The opening-room.*—All returns, as soon as received, are opened, and, if found in order, according to regulations, are entered on the register, carefully folded and tied, and then forwarded to the stamp-rooms.

The number of quarterly accounts-current received during each quarter of the fiscal year ended June 30, 1872, was as follows:

Third quarter, 1871	29, 218
Fourth quarter, 1871	29, 846
First quarter, 1872	30, 021
Second quarter, 1872	30, 119
Total	<u>119, 204</u>

2. *The stamp-rooms.*—The quarterly returns received from the opening room are divided alphabetically among eight stamp-clerks, whose duties consist in comparing the stamp-statements of the postmasters in the accounts current with their own books and the returns made to them from the stamp-division of the finance office, whence stamp-orders are issued and receipts for the same received and forwarded to the stamp-clerks. The returns thus approved or corrected are passed to the examiners. All accounts from offices of the first and second classes are passed through the various subdivisions of the office in advance of

other returns, so that they may reach the chief examiner and his assistant with as little delay as possible.

The number of accounts examined and settled by the stamp-clerks for each quarter of the fiscal year ended June 30, 1872, was as follows:

Third quarter, 1871.....	28, 37
Fourth quarter, 1871.....	28, 44
First quarter, 1872.....	29, 71
Second quarter, 1872.....	29, 92
Total.....	<u>116, 91</u>

3. The examining corps proper is composed of seventeen clerks, among whom the returns received from the stamp-rooms are divided by sections, each comprising several States or parts of States.

The average number to each section is about 1,700. After the examination of the accounts-current and the stamp-account, reviewing and refooting the transcript of mails received, and examining all vouchers belonging to that portion of the work, the balance is drawn on all accounts of the third, fourth, and fifth classes. The returns thus examined and completed are forwarded to the registering division to be entered upon its books.

The number of accounts examined and sent to the registering division for the fiscal year ended June 30, 1872, was as follows:

Third quarter, 1871.....	28, 37
Fourth quarter, 1871.....	28, 44
First quarter, 1872.....	29, 71
Second quarter, 1872.....	29, 92
Total.....	<u>116, 91</u>

4. The error-rooms contain six clerks, who review and re-examine the error-accounts received from the registering division, and forward to each postmaster a copy of his account as stated by him and as audited and corrected by this office.

The number of accounts so corrected and copied for the fiscal year ended June 30, 1872, was as follows:

Third quarter, 1871.....	6, 02
Fourth quarter, 1871.....	7, 84
First quarter, 1872.....	6, 71
Second quarter, 1872.....	6, 02
Total.....	<u>27, 59</u>

Each subdivision reports weekly to the chief examiner, and monthly, through that officer, to the chief clerk, the progress of the work, so that the exact amount of work done by each clerk is clearly ascertained.

All vouchers relative to allowances made by the Post-Office Department for clerk-hire, lights, fuel, rent, stationery, &c., at post-offices of the first and second classes, are forwarded at the beginning of each quarter to the chief examiner and his assistant for examination. A statement is then prepared showing the vouchers received, the amount allowed, and the amount suspended when found to be in excess of the allowance.

On receipt of the returns from the examiners, these accounts are received, and the amount allowable added, and the balance drawn by the chief examiner.

The number of post-offices of the first and second classes which have received allowances for clerk-hire, rent, &c., was 344.

The number of offices of the second class having an allowance for clerk-hire only, was 159.

The number of offices having an allowance for clerk-hire to aid in separating the mails, (independent of the number above stated,) was 348.

Total number of offices of all classes receiving allowances, and approved by the chief examiner, was 851.

The expense-accounts of the offices of the first and second classes were regularly entered by the chief examiner and his assistant on the expense-register, and show quarterly the amount of vouchers received, amount allowed and amount suspended, copies of which were forwarded to each postmaster.

Attached to the examining division is a corresponding clerk, whose duty consists in corresponding with postmasters relative to errors in their accounts-current, and in making day-book entries, &c.

The amount involved in the settlement of the quarterly accounts-current of postmasters during the fiscal year, was as follows:

Third quarter, 1871	\$5,090,791 21
Fourth quarter, 1871	5,407,570 98
First quarter, 1872	5,668,583 18
Second quarter, 1872	5,394,917 30
Total	<u>21,561,862 67</u>

The labors of the examining division for the fiscal year ended June 30, 1872, have been fully completed. All accounts received in proper form have been examined and passed to the registering division. At no period has the work been more perfect in all its details. Not only has there been a decided improvement in the preparation of returns by postmasters, particularly those of first and second class offices, but, by judicious changes in the office, the efficiency of the examining corps has been greatly increased.

REGISTERING DIVISION—F. I. SEYBOLT, PRINCIPAL REGISTER.

This division receives from the examining division the quarterly accounts-current of postmasters, and re-examines and registers them, placing each item of revenue and expenditure under its appropriate head; noting also, in books prepared for the purpose, corresponding with each register, the amount of letter-postage and stamps reported as remaining on hand in each account. The same books also show the proper amount of newspaper-postage and box-rents chargeable to and compensation allowed each office contained therein, and afford a complete check in the settlement of every account.

Upon this division thirteen clerks are employed, and during the fiscal year the number of accounts registered and amount involved therein were as follows:

Third quarter, 1871	29,313,	\$5,119,153 41
Fourth quarter, 1871	29,479,	5,439,572 17
First quarter, 1872	29,696,	5,689,904 68
Second quarter, 1872	30,076,	5,417,146 35
Total	<u>118,564,</u>	<u>21,665,776 51</u>

During the fiscal year, 6,022 circulars were sent to postmasters who had failed to render their quarterly returns.

The number of changes of postmasters, establishment, re-establishment, discontinuance, and change of name of post-office, reported from

the appointment office during the fiscal year and noted by the registers, was as follows :

Third quarter, 1871.....	1,975
Fourth quarter, 1871.....	2,265
First quarter, 1872.....	2,022
Second quarter, 1872.....	2,975
Total	<u>9,847</u>

The work of this division is fully up to the requirements of the office, the quarterly accounts-current received from every office having been registered to the 30th day of June, 1872, the footings and recapitulations made, and the books prepared for the registration of the accounts for the quarter ended September 30, 1872, as well as the new salary-books for the two years ending 1874.

BOOK-KEEPERS' DIVISION—F. B. LILLEY, PRINCIPAL CLERK.

This division has in charge the ledger-accounts of postmasters, late postmasters, contractors, late contractors, and the general, special, and miscellaneous accounts of the Department.

The work of this division requires the services of fourteen clerks, viz. one principal book-keeper in charge of ledger of general accounts, one assistant principal in charge of cash-book, register of deposits, stamp-journal, ledger of warrants and deposits, and day-book entries on reports approved by the Auditor; eight book-keepers of postmasters' accounts, and four of contractors' accounts. The number of ledgers is 52, averaging over 575 pages each, and containing 37,307 current accounts.

The auxiliary, books from which the postings are made quarterly, are as follows: 13 registers of postmasters' accounts, 35 pay-books, 8 journals, 1 register of warrants, 3 registers of Postmaster-General's drafts, 1 stamp-journal, 1 cash-book, 1 deposit-book, 1 Auditor's draft-book, 1 money-order transfer book, 6 mail-messengers' registers, 6 registers of special mail-service, 1 route-agents' book, 1 letter-carriers' book, 1 special agents' fare-book; total, 80 books.

Accounts of offices of the first, second, and third classes, and all contractors' accounts, are balanced quarterly; all others at the end of the fiscal year.

It affords me pleasure to state that the work of this division is in a satisfactory condition, fully up to the requirements of the office.

Ledgers of postmasters' accounts.

Sections.	Number of ledgers.	Current accounts.	Late accounts.
Number 1.....	5	3,593	64
Number 2.....	4	3,509	59
Number 3.....	4	3,645	73
Number 4.....	4	4,633	72
Number 5.....	5	3,857	55
Number 6.....	5	4,113	92
Number 7.....	5	4,118	95
Number 8.....	4	4,333	75
Total	36	31,801	585

Ledgers of mail-contractors' accounts.

Sections.	Number of ledgers.	Current accounts.	Day-book entries journalized.	Acc'ts journalized from transfer-sheets.
1	3	1, 512	1, 519	5, 432
2	3	1, 642	1, 927	8, 897
3	3	1, 159	1, 926	7, 667
4	3	1, 193	2, 088	4, 477
Total	12	5, 506	7, 460	26, 473

Miscellaneous.

Number of entries on stamp-journal	6, 567
Number of day-book entries	1, 205
Number of certificates of deposit entered in deposit-book	8, 011
Number of certificates of deposit entered in cash-book	2, 982
Total	18, 765

STATING DIVISION—WILLIAM H. GUNNISON, PRINCIPAL CLERK.

This division has charge of more than thirty-two thousand general postal accounts of present postmasters, and more than eight thousand of late postmasters, subdivided into thirteen sections, varying in number from twenty-eight hundred to twenty-two hundred of the former, and from one thousand to four hundred of the latter.

Each account is stated quarterly from the various records of the office, a comparison of the items made with those of any statements of general accounts rendered by the postmasters, and with the ledgers of the book-keepers, the differences investigated, if possible adjusted, and instructions sent, according to the classification of the office, as to the disposition of the balances as audited. Other duties of the division are, to correspond with postmasters in special cases; to cause drafts to be issued for balances due the United States in cases of continued neglect or refusal to pay, in order that demand for payment may be made on sureties; to record "changes" reported weekly from the appointment office; to have "special" offices made "deposit" also, whenever the quarterly proceeds sufficiently exceed payments for the special mail service; to make reports to the Postmaster-General of failures—to pay quarterly proceeds on collection-orders, to render accounts-current for two or more quarters, to order stamps from the Department, and of new appointees to qualify within a reasonable time.

Accounts of "draft," "deposit," and "collection" offices of the first, second, and third classes have been stated much earlier during the past year than ever before, viz, from the 1st of the second month to the 20th of the third month, in the quarter succeeding that to which the items pertain, owing both to the efficiency of the clerks and the increased facilities for obtaining the various data, thus allowing statements and instructions to reach postmasters in time for examination, and any necessary entries on their own records, before rendering their general accounts for the current quarter. Accounts of postmasters at "collection" offices of the fourth and fifth classes, showing balances of \$10 or more, as stated from the ledgers each quarter, have had the items of the succeeding quarter added from later records; and, whenever the accounts continued to show such indebtedness, special instructions were sent that such amounts be included in the payments for the current

quarter. The remaining accounts of present postmasters at offices of the fourth and fifth classes were stated and balanced with the ledgers to the close of the last fiscal year, before the 31st of January, and where balances of more than \$1 were found due the United States, or balances of more than \$25 due the postmaster, instructions were sent to include the former amounts in their payments at the close of the current quarter, and giving authority to retain the latter from subsequent proceeds of their offices.

Accounts of late postmasters have been fully stated to latest dates audited, in advance of the time usually allowed for adjustment, that the results may be used in the annual report of the office to the Postmaster-General.

By the foregoing system a complete revision of all the general postal accounts, as recorded in the office, is secured each quarter, an adjustment had once a quarter with all postmasters at "draft" and "deposit" offices, and "collection" offices of the first, second, and third classes, numbering forty-five hundred and fifty-five, and at least once a year with all other postmasters, twenty-seven thousand five hundred and ten in number, when their accounts differ materially from those of the office.

Statement of the number of the general accounts of present postmasters, the increase in the number, and the classification of the offices for the fiscal year ended June 30, 1872.

Number of section.	States and Territories.	Draft-offices.		Deposit-offices.		Collection-offices.		Special offices.	Number in each State and Territory.	Number in each section.	Increase in each State and Territory.	Increase in each section.
		First, second, and third classes.	Fourth and fifth classes.	First, second, and third classes.	Fourth and fifth classes.	First, second, and third classes.	Fourth and fifth classes.	Fourth and fifth classes.				
1	Maine	6	3	7	127	11	673	37	864		10	
	New Hampshire	7		7	51	6	341	12	424		4	
	Vermont	10	4	2	79	6	353	19	473		4	
	Massachusetts	12	1	36	133	35	471	19	707		5	
	Total	35	8	52	390	58	1,838	87		2,468		
2	New York, A to S.	31	4	34	329	61	1,672	242		2,373		
3	Pennsylvania, A to R.	8	3	34	180	35	1,976	41		2,377		
4	Connecticut	9	2	12	88	13	265	32	421		10	
	Rhode Island	2		2	15	5	75	3	102		1	
	West Virginia	1		1	25	3	582	16	622		16	
	Wisconsin	3	1	8	72	32	905	64	1,145		60	
	Total	15	3	23	200	53	1,887	115		2,296		
5	North Carolina	2			58	9	756	14	839		37	
	South Carolina	1		3	9	5	373	4	394		4	
	Georgia	2		9	141	9	377	26	564		2	
	Alabama	3		1	46	7	601	20	673		2	
	Total	8		13	254	30	2,106	64		2,475		
6	Kansas	1		6	33	20	615	114	789		114	
	Minnesota	2		7	38	8	630	47	722		4	
	California	1		4	36	13	506	32	592		1	
	Utah				1	3	146	6	156		1	
	Colorado	1			4	6	111	12	134		11	
	Washington				2	2	105	7	116		10	

Statement of the number of the general accounts of present postmasters in charge of the division, &c.—Continued.

Number of section	States and Territories.	Draft-offices.		Deposit-offices.		Collection-offices.		Special-offices.	Number in each State and Territory.	Number in each section.	Increase in each State and Territory.	Increase in each section.
		First, second, and third classes.	Fourth and fifth classes.	First, second, and third classes.	Fourth and fifth classes.	First, second, and third classes.	Fourth and fifth classes.	Fourth and fifth classes.				
	Montana.....				1	4	78	9	92		23	....
	Dakota.....				2	1	50	16	73		26	....
	New Mexico.....					2	43	1	46		*3	....
	Idaho.....				1	2	39	2	44		9	....
	Arizona.....					1	26	2	29		3	....
	Wyoming.....				2	2	18	4	26		2	....
	Alaska.....				4				4			....
	Total.....	5		17	124	64	2,366	252		2,828		295
7	Ohio.....	12		8	228	67	1,667	88	2,070		37	....
	Oregon.....				6	2	192	16	216		31	....
	Nevada.....			1	2	6	57	6	72		9	....
	Total.....	12		9	236	75	1,916	110		2,358		77
8	Illinois.....	7		14	369	84	1,238	41	1,753		66	....
	New Jersey.....	2		13	87	23	438	32	585		29	....
	Total.....	9		27	456	107	1,676	73		2,348		95
9	Missouri.....			2	45	34	1,258	142	1,481		114	....
	Tennessee.....	3		7	116	4	734	68	932		54	....
	Louisiana.....			1	16	5	256	7	285		57	....
	Total.....	3		10	177	43	2,248	217		2,698		225
10	Kentucky.....	3		9	108	10	752	108	990		55	....
	Texas.....	2			61	17	561	38	679		36	....
	Arkansas.....	1		1	23	3	515	30	572		54	....
	Mississippi.....			11	86	7	325	37	466		*27	....
	Total.....	6		21	277	37	2,153	213		2,707		118
11	Virginia.....	2		5	85	13	1,047	34	1,186		26	....
	Maryland.....	1		3	43	5	488	22	562			....
	New York, T to Z.....	2	1	4	57	12	262	33	371		10	....
	Nebraska.....	1			11	6	312	43	373		79	....
	Total.....	6	1	12	196	36	2,109	132		2,492		115
12	Indiana.....	11	2	8	214	33	1,110	64	1,442		81	....
	Pennsylvania, S to Z.....	4		7	33	14	592	17	667		*15	....
	Delaware.....	1		1	9	1	80	2	94		2	....
	District of Columbia.....			2			5		7		3	....
	Total.....	16	2	18	256	48	1,787	83		2,210		71
13	Iowa.....	19		15	113	21	1,026	84	1,278		135	....
	Michigan.....	11		4	148	41	850	53	1,107		100	....
	Florida.....	1		2	12	1	129	5	150		12	....
	Total.....	31		21	273	63	2,005	142		2,535		247

* Decrease.

Whole number of general postal accounts..... 32,065
 Whole number of general postal accounts for fiscal year ended June 30, 1871..... 30,324
 Increase during fiscal year ended June 30, 1872..... 1,741

Statement showing the number of changes, and the condition of general postal accounts of "late" postmasters for and during the fiscal year ended June 30, 1872.

Changes reported to this office weekly by the First Assistant Postmaster-General, recorded for the fiscal year.	Third quarter, 1871.	Fourth quarter, 1871.	First quarter, 1872.	Second quarter, 1872.	No. of changes during the year.	Total number during the year.
Established.....	473	419	598	635	2,145	.....
Re-established.....	165	116	176	153	610	.....
Discontinued.....	211	396	237	426	1,070	.....
New bonds.....	137	123	156	439	855	.....
Miscellaneous, removals, resignations, &c.....	1,197	1,428	1,654	1,666	5,945	.....
Total.....	2,183	2,482	2,891	3,139	.....	10,699

Condition of general accounts of postmasters becoming "late" during the year.	Quarters prior to third quarter, 1871.	Third quarter, 1871.	Fourth quarter, 1871.	First quarter, 1872.	Second quarter, 1872.	Total
Suspended accounts stated to latest dates audited.....	137	51	109	.....	.....	307
Accounts stated finally.....	1,551	1,711	.....	.....	3,262
Accounts stated to latest dates audited.....	2,078	2,283	4,361
Deducting the number of accounts suspended.....	406
Leaves the number settled finally for and during the year.....	3,955

Miscellaneous statement.

Letters, reports, &c.	Third quarter, 1871.	Fourth quarter, 1871.	First quarter, 1872.	Second quarter, 1872.	Total.
Entries of credits authorized by the weekly reports of the Third Assistant Postmaster-General.....	560	531	579	1,139	2,809
Entries of debits for stamps unaccounted for on orders from the stamp division.....	101	1,450	651	761	2,963
Entries of miscellaneous debits and credits on orders from the stamp-division.....	214	244	249	195	802
Entries made in day-books to close "late" accounts.....	165	127	133	180	505
Reports of postmasters delinquent in paying quarterly proceeds of offices.....	38	14	19	22	93
Reports of postmasters delinquent in rendering quarterly accounts-current for more than two successive quarters.....	9	25	79	23	136
Reports of failures of appointees to qualify within ninety days.....	78	100	166	11	355
Reports made to Third Assistant Postmaster-General of failures to order stamps.....	11	26	4	5	46
Letters written, correspondence in special cases.....	128	197	167	110	502
Circulars sent in answer to letters received, special cases.....	333	236	522	403	1,504

COLLECTING DIVISION—E. J. EVANS, PRINCIPAL CLERK.

The duties of this division are to collect balances due from late and present postmasters throughout the United States, and to attend to the final settlement of the same. The number of clerks employed at this time is twenty, apportioned as follows:

On correspondence, 4. The duties of these gentlemen are to correspond in relation to postmasters', late postmasters' and contractors' accounts, with a view to the collection of balances due the Department, and to

prepare for submission for suit accounts of defaulting postmasters and contractors.

On drafts, 1. His duties are to locate and issue drafts for the collection of balances due by postmasters and contractors, and record the same in the draft-register; and to report to the Post-Office Department for payment all balances due to late postmasters, and record the same in a book kept for that purpose.

On changes, 1. His duties are to record all changes of postmasters reported to this office from the Post-Office Department; to enter drafts paid and file them away; to record all accounts of late postmasters in the book of balances, and to state the final action thereon.

On letter-books, 2. Their duties are to record all letters written, and address and transmit the same; also, to transmit all circulars received by them from the corresponding clerks.

On miscellaneous, 1. His duties are to examine and compare with the ledgers all accounts of late postmasters, and close the same as "uncollectible" or by "suspense," and to assist in the preparation of the Postmaster-General's annual report.

On copying, 11. Their duties are to copy all accounts of postmasters and others, and transmit the same in their respective circulars; to copy changes of postmasters; to prepare salary-books of the various post-offices in the country, and to assist in the adjustment of salaries.

I most respectfully ask your attention to the statement in the accompanying table, exhibiting the aggregate amount of balances due to late postmasters reported to the Post-Office Department. The system adopted by this office of paying credit balances is of recent origin, having been inaugurated under our present management, and is regarded as but just and equitable between the Government and its employes. The large number of cases which appears in this and last year's report explained by the fact that it is the accumulation of many years. Hereafter it is the intention of this office, as far as practicable, to pay all balances due to late postmasters annually. The gentleman to whom this work is assigned is capable and faithful, and, for the manner in which he discharges the business of his desk, is, I think, worthy of special mention.

It gives me pleasure to state that the regulations of the Department requiring current business to be dispatched on the day received are observed by the division generally, but particularly by the men on correspondence, and that they are indefatigable in the performance of the duties intrusted to them, I beg leave to refer to the annexed table as evidence, although it but imperfectly exhibits the actual labor performed.

Statement of business transacted by collecting division.

Accounts of postmasters and contractors.		No.	Amount.
Accounts of postmasters becoming late during the period from July 1, 1869, to June 30, 1871, in charge of the division.		16,129	.....
Accounts of postmasters becoming late during the fiscal year:			
Quarter ended September 30, 1871.	2,011	.....
Quarter ended December 31, 1871.	1,892	.....
Quarter ended March 31, 1872.	1,833	.....
Quarter ended June 30, 1872.	1,683	.....
Total.	23,548		\$217,350 54
Accounts of contractors received from the pay-division for collection upon which drafts were issued:			
Quarter ended September 30, 1871.	19		2,189 05
Quarter ended December 31, 1871.	11		2,004 45
Quarter ended March 31, 1872.	26		9,963 60
Quarter ended June 30, 1872.	16		9,627 76
Total.	72		\$37,803 86

Statement of business transacted by collecting division—Continued.

Accounts of postmasters and contractors.	No.	Amount.
Drafts issued on present and late postmasters during fiscal year:		
Quarter ended September 30, 1871	857	\$112,470 1/2
Quarter ended December 31, 1871	1,115	137,271 1/2
Quarter ended March 31, 1872	1,145	122,042 1/2
Quarter ended June 30, 1872	898	106,350 7/8
Total	4,015	478,135 1/2
Accounts of postmasters becoming late during the fiscal year, showing balances in their favor, and closed by "suspense:"		
Quarter ended September 30, 1871	857	3,551 1/2
Quarter ended December 31, 1871	1,676	12,292 1/2
Quarter ended March 31, 1872	837	24,221 1/2
Quarter ended June 30, 1872	97	1,827 1/2
Total	3,467	42,493 1/2
Accounts of postmasters becoming late during the fiscal year, showing balances due the United States, and closed by "suspense:"		
Quarter ended September 30, 1871	17	147 1/2
Quarter ended December 31, 1871	501	182 1/2
Quarter ended March 31, 1872	35	30 1/2
Quarter ended June 30, 1872	97	612 1/2
Total	650	1,182 1/2
Accounts of postmasters becoming late during the fiscal year, showing balances due the United States found uncollectible:		
Quarter ended September 30, 1871	21	2,589 1/2
Quarter ended December 31, 1871	1	34 1/2
Quarter ended March 31, 1872	18	1,577 1/2
Quarter ended June 30, 1872	17	2,744 1/2
Total	57	6,945 1/2
Accounts showing balances due late and present postmasters, and reported to the Post-Office Department for payment:		
Quarter ended September 30, 1871	241	16,178 1/2
Quarter ended December 31, 1871	337	18,040 1/2
Quarter ended March 31, 1872	527	22,630 1/2
Quarter ended June 30, 1872	365	26,410 1/2
Total	1,470	83,259 1/2
Accounts of late postmasters and contractors submitted for suit:		
Quarter ended September 30, 1871	17	6,115 1/2
Quarter ended December 31, 1871	22	10,307 1/2
Quarter ended March 31, 1872	32	19,630 1/2
Quarter ended June 30, 1872	31	10,000 1/2
Total	103	46,054 1/2
Letters received during the fiscal year:		
Quarter ended September 30, 1871		58,600
Quarter ended December 31, 1871		57,910
Quarter ended March 31, 1872		69,400
Quarter ended June 30, 1872		68,140
Total		254,050
Letters sent during the fiscal year:		
Quarter ended September 30, 1871		33,600
Quarter ended December 31, 1871		39,700
Quarter ended March 31, 1872		44,400
Quarter ended June 30, 1872		35,400
Total		153,100
Letters recorded during the fiscal year:		
Quarter ended September 30, 1871		2,100
Quarter ended December 31, 1871		2,200
Quarter ended March 31, 1872		2,900
Quarter ended June 30, 1872		2,100
Total		9,400

Letters written to postmasters and others during the fiscal year :

Quarter ended September 30, 1871	1,790
Quarter ended December 31, 1871.....	1,856
Quarter ended March 31, 1872.....	2,400
Quarter ended June 30, 1872.....	2,166
Total	<u>8,212</u>

Accounts copied during the fiscal year and sent in their appropriate circulars :

Quarter ended September 30, 1871.....	9,164
Quarter ended December 31, 1871.....	6,701
Quarter ended March 31, 1872.....	7,008
Quarter ended June 30, 1872.....	5,737
Total	<u>28,610</u>

Pages of post-office changes reported by the Post-Office Department during the fiscal year, recorded in the change-books :

Quarter ended September 30, 1871.....	2,442
Quarter ended December 31, 1871.....	2,574
Quarter ended March 31, 1872.....	2,970
Quarter ended June 30, 1872.....	3,168
Total	<u>11,154</u>

Pages of stamp-journal added and recapitulated :

Quarter ended September 30, 1871.....	154
Quarter ended December 31, 1871.....	47
Quarter ended March 31, 1872.....	109
Quarter ended June 30, 1872.....	72
Total	<u>382</u>

Pages of draft-register recorded :

Quarter ended September 30, 1871.....	46
Quarter ended December 31, 1871.....	58
Quarter ended March 31, 1872.....	62
Quarter ended June 30, 1872.....	44
Total	<u>210</u>

Pages of book of balances recorded :

Quarter ended September 30, 1871.....	137
Quarter ended December 31, 1871.....	158
Quarter ended March 31, 1872.....	175
Quarter ended June 30, 1872.....	164
Total	<u>634</u>

Pages of letter-book recorded :

Quarter ended September 30, 1871.....	945
Quarter ended December 31, 1871.....	928
Quarter ended March 31, 1872.....	1,350
Quarter ended June 30, 1872.....	1,153
Total	<u>4,376</u>

LAW DIVISION—J. BOZMAN KERR, PRINCIPAL CLERK.

To this division is assigned the duty of preparing and transmitting to the Department of Justice, for suit, accounts of late postmasters and

contractors who fail to pay their indebtedness to the United States upon the drafts of the Department.

The number of accounts and accompanying papers certified for suit during the fiscal year was as follows:

Quarter ended September 30, 1871.....	17	\$6, 118 69
Quarter ended December 31, 1871.....	22	10, 397 31
Quarter ended March 31, 1872.....	32	19, 639 67
Quarter ended June 30, 1872.....	31	10, 498 99
Total.....	102	46, 654 66

Judgments obtained during the fiscal year, as reported by the Department of Justice.....	106
Amount of collections on judgments, including interest.....	\$56, 040 94

All accounts received from the collecting division have been prepared for suit and sent to the Department of Justice.

FOREIGN-MAIL DIVISION—ISAAC W. NICHOLLS, PRINCIPAL CLERK.

This division has charge of the postal accounts with foreign governments, and making up the accounts for steamship companies for ocean transportation of mails, when not paid by subsidy.

Number of accounts settled during the fiscal year, with amounts involved.

Name of country.	Number of quarterly accounts.	Amount.
United Kingdom of Great Britain and Ireland.....	4	\$919, 314 69
German Union.....	4	621, 153 51
France.....	4	16, 419 15
Belgium.....	4	94, 258 59
Netherlands.....	4	36, 879 62
Switzerland.....	4	27, 463 92
Italy.....	4	
Total.....	24	1, 636, 498 66

Number of duplicates registered during the fiscal year.

Received from—	Third quarter, 1871.	Fourth quarter, 1871.	First quarter, 1872.	Second quarter, 1872.	Sent to—	Third quarter, 1871.	Fourth quarter, 1871.	First quarter, 1872.	Second quarter, 1872.
United Kingdom.....	339	322	347	336	United Kingdom.....	300	249	203	353
German Union.....	183	158	168	178	German Union.....	196	135	128	171
France.....	38	44	49	55	France.....	32	46	33	40
Belgium.....	104	100	111	109	Belgium.....	103	98	76	93
Netherlands.....	40	36	42	37	Netherlands.....	52	36	47	44
Switzerland.....	48	48	56	51	Switzerland.....	52	50	41	44
Italy.....	40	37	42	38	Italy.....	52	50	41	44
Denmark.....	1	2	43	52	Denmark.....	2	3	37	44
Spain.....					Spain.....		2	4	1
West Indies.....	96	101	114	123	West Indies.....	75	78	96	101
Nova Scotia.....	50	34	15	45	Nova Scotia.....	61	18	13	42
Total received.....	939	882	987	1, 029	Total sent.....	925	773	763	877

Total number registered, 7,115.

Amounts reported for payment on account of balances due to foreign countries.

To—	Quarter ended—	Amount in gold.
United Kingdom of Great Britain and Ireland.....	Sept. 30, 1870 Dec. 31, 1870 Mar. 31, 1871	\$22,602 54 21,209 53 19,834 94
Total		63,647 01
Costing in currency.....		70,542 96
German Union.....	Sept. 30, 1870 Dec. 31, 1870 Mar. 31, 1871 June 30, 1871	22,837 16 28,197 60 33,330 92 29,338 49
Total		113,704 17
Costing in currency.....		126,886 93
Belgium.....	Dec. 31, 1870 Mar. 31, 1871	1,623 38 1,366 92
Total		2,990 30
Costing in currency.....		3,302 60
Total amount reported.....		180,341 48
Costing in currency.....		200,732 49

The following amounts have been paid in gold by the governments named :

By—	Quarter ended—	Amount in gold.
Switzerland	June 30, 1871 Sept. 30, 1871 Dec. 31, 1871	\$1,641 04 2,465 06 1,835 03
	Total ..	5,941 13
Netherlands	Mar. 31, 1871 June 30, 1871 Sept. 30, 1871 Dec. 31, 1871	546 68 368 69 674 86 734 22
	Total ..	2,324 45
Italy.....	Mar. 31, 1871 June 30, 1871 Sept. 30, 1871	1,318 02 934 30 824 72
	Total ..	3,067 04
Total amount received in gold		11,392 92

Number of reports of ocean postages to the Postmaster-General, and amounts reported.

Third quarter, 1871.		Fourth quarter, 1871.		First quarter, 1872.		Second quarter, 1872.	
Number of reports.	Amounts.	Number of reports.	Amounts.	Number of reports.	Amounts.	Number of reports.	Amounts.
1	\$17,090 43	1	\$19,377 32	1	\$18,646 56	1	\$18,711 51
1	11,389 48	1	11,545 22	1	14,678 46	1	12,345 82
1	10,404 07	1	10,509 09	1	10,536 41	1	11,708 27
1	8,318 13	1	8,628 03	1	10,189 22	1	9,054 84
1	7,580 42	1	5,719 20	1	6,037 52	1	6,671 65
1	5,521 53	1	5,492 42	1	5,394 11	1	5,273 25
1	2,131 77	1	2,316 50	1	3,129 00	1	3,001 31
1	1,361 63	1	1,398 36	1	1,291 28	1	1,246 11
1	1,339 79	1	788 83	1	675 66	1	1,689 46
1	1,914 27	1	682 56	1	684 87	1	1,555 05
1	1,101 34	1	538 37	1	452 41	1	1,247 23
1	1,095 93	1	395 29	1	353 85	1	1,049 24
1	994 55	1	326 27	1	226 08	1	860 71
1	848 24	1	313 60	1	209 94	1	762 42
1	759 70	1	299 60	1	173 83	1	750 00
1	683 57	1	286 12	1	161 52	1	721 77
1	657 20	1	212 92	1	155 12	1	712 76
1	521 65	1	208 11	1	125 79	1	629 27
1	414 40	1	194 81	1	106 23	1	623 71
1	354 40	1	151 90	1	101 15	1	410 73
1	359 59	1	99 00	1	95 41	1	464 20
1	328 34	1	73 51	1	90 02	1	367 52
1	284 06	1	71 63	1	55 72	1	356 30
1	280 16	1	59 29	1	53 78	1	251 03
1	277 22	1	46 02	1	19 18	1	226 17
1	261 10	1	29 41	1	12 60	1	223 26
1	254 31	1	24 29	1	10 36	1	121 15
1	245 04	1	24 29	1	48	1	172 62
1	243 07	1	22 66	1	36	1	154 20
1	226 81	1	3 91			1	143 15
1	226 73	1	2 05			1	118 40
1	219 96	1	1 17			1	110 67
1	202 99					1	102 55
1	202 60					1	99 47
1	196 53					1	75 47
1	186 13					1	74 62
1	181 72					1	36 82
1	166 53					1	32 36
1	153 30					1	31 62
1	139 21					1	30 22
1	137 97					1	25 65
1	114 56					1	19 63
1	112 21					1	16 57
1	83 84					1	14 00
1	71 70						
1	69 49						
1	63 15						
1	59 19						
1	47 12						
1	36 68						
1	35 46						
1	30 85						
1	30 03						
1	25 25						
1	17 70						
1	16 47						
1	12 36						
1	8 23						
1	7 73						
1	5 58						
1	27						
61	79,322 74	32	69,841 75	29	73,936 24	44	83,241 77

Total number of reports made, 166. Total amount reported, \$306,402.30.

The foregoing statement will in no wise indicate the amount of labor performed by each clerk, or of the division as a whole; 239 letters and reports were written, and each of the 7,115 duplicates was briefed, and the necessary examinations and calculations made on the same.

The number of clerks regularly employed on this division is 4.

PAY DIVISION—C. HAZLETT, PRINCIPAL CLERK.

This division has in charge the settlement and payment of all accounts for transportation of the mails, including railroad companies, steamboat companies, and other mail contractors, special mail-carriers, mail-messengers, railway postal clerks, route agents, special agents, letter-carriers, and all miscellaneous payments.

To this division are also assigned the registration of all warrants and drafts countersigned by the Auditor, and the custody of the archives pertaining to all the branches of the office.

Accounts of contractors settled during the fiscal year ended June 30, 1872.

Quarter.	Number.	Amount.
In the quarter ended September 30, 1871.....	7,069	\$2,916,740 42
In the quarter ended December 31, 1871.....	7,073	3,092,780 17
In the quarter ended March 31, 1872.....	7,075	3,250,646 51
In the quarter ended June 30, 1872.....	7,147	2,533,758 11
	<u>28,364</u>	<u>11,793,925 21</u>
Foreign mail accounts settled during the fiscal year.....	168	1,022,816 28

Mail-messenger service.

Number of mail-messengers in service June 30, 1872.....3,018

Accounts settled during the fiscal year, as follows:

	Number.	Amount.
In the quarter ended September 30, 1871.....	2,683	\$108,729 17
In the quarter ended December 31, 1871.....	2,790	110,347 41
In the quarter ended March 31, 1872.....	2,906	115,885 51
In the quarter ended June 30, 1872.....	3,052	128,127 91
Total.....	<u>11,431</u>	<u>463,090 00</u>

Accounts of mail-messengers and special mail-carriers:

In the quarter ended September 30, 1871.....	1,376	\$12,259 15
In the quarter ended December 31, 1871.....	1,543	13,369 20
In the quarter ended March 31, 1872.....	1,480	12,365 30
In the quarter ended June 30, 1872.....	1,538	13,143 03
Total.....	<u>5,937</u>	<u>51,136 68</u>

Accounts of special agents:

In the quarter ended September 30, 1871.....	150	\$43,675 00
In the quarter ended December 31, 1871.....	155	41,011 80
In the quarter ended March 31, 1872.....	165	43,773 44
In the quarter ended June 30, 1872.....	156	40,851 39
Total.....	<u>626</u>	<u>169,311 63</u>

Accounts of letter-carriers:

In the quarter ended September 30, 1871.....	1,723	\$346,259 78
In the quarter ended December 31, 1871.....	1,520	346,594 60
In the quarter ended March 31, 1872.....	1,509	347,411 78
In the quarter ended June 30, 1872.....	1,506	343,127 53
Salary of special agent, paid out of appropriation for letter-carriers.....		2,572 07
Total.....	<u>6,258</u>	<u>1,385,965 76</u>

Railway postal clerks, route and other agents :

	Number.	Amount.
In the quarter ended September 30, 1871	1, 526	\$367, 488 56
In the quarter ended December 31, 1871	1, 654	375, 454 67
In the quarter ended March 31, 1872	1, 739	407, 969 59
In the quarter ended June 30, 1872	1, 745	419, 036 50
Total	6, 664	1, 569, 969 32

Miscellaneous accounts :

In the quarter ended September 30, 1871	104	\$205, 992 13
In the quarter ended December 31, 1871	152	206, 722 14
In the quarter ended March 31, 1872	187	228, 393 02
In the quarter ended June 30, 1872	191	242, 263 72
Total	634	883, 371 13

Collection orders sent out to postmasters :

In the quarter ended September 30, 1871	23, 707	\$622, 076 72
In the quarter ended December 31, 1871	24, 086	745, 183 49
In the quarter ended March 31, 1872	24, 394	831, 500 39
In the quarter ended June 30, 1872	23, 991	726, 599 30
Total	96, 177	2, 925, 359 87

Warrants issued by the Postmaster-General and countersigned by the Auditor, passed and registered :

In the quarter ended September 30, 1871	1, 654	\$2, 199, 518 91
In the quarter ended December 31, 1871	1, 603	2, 076, 806 04
In the quarter ended March 31, 1872	1, 774	2, 216, 070 49
In the quarter ended June 30, 1872	1, 675	2, 169, 711 02
Total	6, 706	8, 662, 105 52

Drafts issued by the Postmaster-General and countersigned by the Auditor, passed and registered :

In the quarter ended September 30, 1871	4, 031	\$678, 727 47
In the quarter ended December 31, 1871	4, 413	665, 648 56
In the quarter ended March 31, 1872	4, 656	785, 311 92
In the quarter ended June 30, 1872	4, 543	802, 048 02
Total	17, 643	2, 931, 736 09

Report of the archives clerk for the fiscal year.

Quarter.	Reports received and filed.	Postmasters' accounts received and filed.	Receipts for drafts received and filed.	Certificates of deposit received and filed.
In the quarter ended September 30, 1871	5, 720	489	3, 877	1, 941
In the quarter ended December 31, 1871	6, 091	535	4, 085	2, 163
In the quarter ended March 31, 1872	6, 576	7, 983	4, 369	2, 222
In the quarter ended June 30, 1872	6, 641	465	4, 538	2, 396
Total	25, 028	9, 472	16, 869	8, 722

MONEY-ORDER DIVISION—JOHN LYNCH, PRINCIPAL CLERK.

I regret to state that, in consequence of the great pressure of business in this division, I am unable to present an exhibit of the work per-

formed by *quarters*, and in lieu of such statement the aggregates for the fiscal year ended June 30, 1872, are here given, and a comparison made with the aggregates for the fiscal year ended June 30, 1871:

Number of money-order statements received, examined, and registered during the fiscal year ended June 30, 1872.....	164,996	
Number of money-order statements received, examined, and registered during the fiscal year ended June 30, 1871.....	109,221	
Increase	55,775	
Aggregate of money-orders issued and paid during the fiscal year ended June 30, 1872.....	\$93,432,008 50	
Aggregate of money-orders issued and paid during the fiscal year ended June 30, 1871.....	83,920,276 10	
Increase	9,511,732 40	
Number of paid money-orders received, examined, checked, and filed during the fiscal year ended June 30, 1872.....	2,568,350	
Number of paid money-orders received, examined, checked, and filed during the fiscal year ended June 30, 1871.....	2,122,081	
Increase	446,269	
Number and amount of certificates of deposit registered, compared, and entered during the fiscal year ended June 30, 1872.....	157,706	\$41,120,100 71
Number and amount of certificates of deposit registered, compared, and entered during the fiscal year ended June 30, 1871.....	125,636	30,356,300 51
Increase	32,070	10,763,800 20
Number and amount of transfers and re-transfers registered and filed during the fiscal year ended June 30, 1872.....	6,124	\$1,006,172 50
Number and amount of transfers and re-transfers registered and filed during the fiscal year ended June 30, 1871.....	5,686	793,492 58
Increase	438	212,679 92
Number and amount of drafts registered during the fiscal year ended June 30, 1872.....	8,802	\$4,052,011 00
Number and amount of drafts registered during the fiscal year ended June 30, 1871.....	7,348	3,850,238 00
Increase	1,454	201,773 00
Number of money-orders returned for correction during the fiscal year ended June 30, 1872.....		8,000
Number of money-orders returned for correction during the fiscal year ended June 30, 1871.....		6,803
Increase		1,197
Number of letters written by this division during the fiscal year.....		1,495

In conclusion, it affords me pleasure to state that the clerks and other employes of this Bureau have discharged the duties assigned to them faithfully and efficiently; and the business of the office in every branch is in a very satisfactory condition.

I have the honor to be, sir, your obedient servant,

J. J. MARTIN,
Auditor.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

REPORT OF TREASURER OF THE UNITED STATES.

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REPORT

OF

THE TREASURER OF THE UNITED STATES.

TREASURY OF THE UNITED STATES,
Washington, October 29, 1872.

SIR: In obedience to statutory provisions, and in compliance with departmental regulations, I have the honor to submit to you, herewith, a statement of the condition of the Treasury of the United States, as it stood at the close of the business of the fiscal year ending with the month of June, 1872, and of its movement during the year preceding that time, together with remarks in regard to the past, and suggestions touching its needs, conduct, and management in the future.

INCREASE OF WORK.

During the past year the labor of the office has been, and continues to be, largely increased. This is due, mainly, to the following causes: To the redemption of old loans, and the change of the mode of paying interest. Payment of the interest on the registered part of the old loans, was made only *semi-annually*, and then on the *simple signing of a prepared list*. On the new loan, it is paid *quarterly* by a *separate draft* for the amount, and payable to the *order of each stockholder*:

To a new requirement, directing the weekly examination, and the giving of an official certificate as to the condition of the accounts of every disbursing officer of the Government, certifying to the Heads of Departments, or the Chiefs of Bureaus thereof, to which such officer may belong, the balance standing to the credit of such officer at the end of each week with the Treasurer, any Assistant Treasurer, designated depository, or national bank, designated as a depository of the United States. This necessitates the examination of one hundred and forty-five lists of reports of the weekly condition of the accounts of these officers, from these various depositories; and of eleven hundred and thirty-five weekly reports of disbursing officers, located in all parts of the Union. A critical comparison is made of the one with the other, and a statement of the condition of the account of each disbursing officer, as reported by the depository, is indorsed upon the back of each disbursing officer's report, stating the difference, if less than the amount reported by him. This statement is then officially certified, and returned to the head of the Department, or the chief of the bureau to which it belongs.

From present indications the work, in addition to the above, will be still further increased in consequence of the more rapid, than heretofore, redemption of mutilated currency of all kinds, superinduced by an act of Congress, that permits the registration of letters to and from this office

free of charge for either *postage or registration*, that contain mutilated currency to, or new currency in return therefor from, the Treasury; and also, by a new arrangement with Adams Express Company, including all companies connecting with that company, by which *five dollars* or more in *fractional currency*, or *fifty dollars* or more in *legal-tender United States notes*, or *mixed of both legal-tenders and fractional currency*, may be forwarded to the Treasury by any corporation, association, officer, or private citizen, and return therefor be made by new currency, or by draft, free of charge to the sender, the whole being at the sole proper charge and expense of the Government. There are still other causes for the increase of the work of the office. Among these is the larger return of the notes of national banks in liquidation.

As new loans will probably be placed, necessitating the redemption of old stocks, there will probably be no decrease of work in the immediate future. It may therefore become necessary to ask for an increase of the working force of the office within the current year. This will, however, not be done if it shall be found possible to conduct the business of the office correctly, and with safety and dispatch, with the force now employed.

CIVIL SERVICE REFORM AND PAY OF EMPLOYÉES.

No matter what plans may be adopted, or what expedients may be resorted to, for reform in the civil service of the Government, the opinion is ventured that there will be no *real reform* until adequate pay is by law provided for those engaged in that service. While the price of everything else, including the wages of labor, whether skilled or otherwise, has advanced enormously, the salaries of nearly all Government officials, save those of the Army and Navy, and of all the clerks, have remained as they were fixed by law when the purchasing power of the dollar was more than double, if not triple, what it now is.

Take, for example, the inspectors of customs—not that their case is a peculiarly hard one, for their wages have been raised one-third, while those of others have remained unchanged, but because this class of men are employed to watch the fountains, and stand sentry at the very portals of our principal sources of revenue. They are now paid only four dollars a day. This is less than is paid to many journeymen mechanics. Does any one, possessing an ordinary portion of brains, believe that under such circumstances the requisite number of honest and competent men can be procured to faithfully perform the arduous and very responsible duties required of these officers? These men have, or should have, families, for the family is ordinarily the greatest security for the man's honesty. With the present pay of these officers, it is barely possible to support a family. What is the probable result? Rather than see their wives and children suffer for the want of the comforts of life, they yield to the temptation that the Government forces upon them; and thus the revenue is defrauded to amounts many-fold that which it would cost for salaries commensurate to the services performed, and the duties required of these important officers. What is said of this class, is true to a degree of almost every civil officer and employé of the Government.

Until demagogues and a hypocritical party press shall cease their clamor for a reduction of salaries, and until legislators shall learn not to be "penny-wise and pound-foolish," there will be little hope for a thorough reform in the civil service of the Government. Another evil is the cry for a reduction of the working force in the public offices. The truth is, that the number of clerks in many of the offices is inadequate to the safe conduct of the public business.

The requirement of too many and various duties of one and the same person, prevents the application of the proper safeguards that prudence demands for the safe transaction of official business. The losses sustained in this office, and the large and more recent one in the office of the Assistant Treasurer in the city of New York, are almost, if not entirely, due to the fact that there was not sufficient help in the offices to secure the necessary checks afforded by the supervision of one man over the acts of another. The want of these needed checks has been the real cause of most if not all of the defalcations that have occurred. The large loss, last year, in the pay-bureau of the Army would not have occurred if the checks of this office that have since been placed upon that had existed at that time. The attempted reform in the reduction of the force of the offices, like that to reduce the pay of those employed therein, is in the direction directly opposite that believed to be the true one for the correct, economical, and safe transaction of the public business.

There is a class of offices that *rich men* will take, for the honor they are supposed to confer upon the holder. There is another class that *dishonest men* strive for and struggle to obtain, because of the "stealings" they hope to "make off" them. As matters are now arranged, an honest, competent *poor man* is debarred and virtually disqualified and disfranchised from holding places of public trust. None but rich men or rascals can now afford to hold any of the public offices that were formerly considered places of high honor. Then offices were conferred upon persons of distinguished honesty and ability, and were coveted by the purest and best men in the land; and office-holders were treated with respect, and were looked up to by whole communities as exemplars of private and public virtue. Now they are looked upon with suspicion and distrust.

It has become fashionable for persons who believe themselves to be reformers, to talk flippantly of the degeneracy of the public morals. It would be well for all such should they set themselves seriously to the examination of the cause, and of themselves as well, and see if they themselves are not to blame for the state of things they so much deplore.

My official life will soon end; I have no personal motives to serve, and can therefore afford, and feel constrained, without fear of demagogues, who hope to make party capital at the people's expense, to tell the honest truth as it has forced conviction upon my mind, after long experience and close observation of the workings of the public service. The conclusion arrived at is, that no real, radical reform in the civil service can be hoped for until the holding of a public office shall be considered as conferring honor upon the possessor, and the office-holder be an honor to the people he represents and serves. This, it is believed, can only be brought about by the payment of such salaries as will draw into the public service, from the more lucrative pursuits of private life, competent and honest men, every way fit for and worthy of places of honor and trust.

If our form of government is to fail, it is hoped that it may be by a bloody revolution, rather than by the corruption that it is feared will be brought into its system by the payment of low salaries to a low order of men holding its public offices. And, just here, I desire again to call attention to and reiterate all that has heretofore been said on this subject in my last and in former reports, and in an especial manner so far as the pay of the *personnel* of this office is concerned. Another year's experience has more than ever satisfied me of the correctness of the views therein set forth. But for an annual extra compensation allowed

to certain employes in this office, it would not be practicable to transact the public business pertaining thereto.

LOSSES.

In my annual report for 1869 it was stated that in the eight years and more that the Treasury of the United States had "been in my charge, during which time money transactions were had that foot on the books of the office at a sum exceeding forty-four thousand million dollars," and that "notwithstanding the fact that vast sums of money have been, and are every day, handled by hundreds of persons in this office, yet not one cent has, up to this time, been lost to the people of the United States on account of the management of the Treasury, or on account of the conduct of any employes in this office." And I went on to say that I felt "that such good fortune cannot last always. The bark of the most fortunate and skillful mariner may at last be wrecked on some hidden rock. The law of chances is now strongly against me. I therefore now, more than ever, feel an anxious desire to retire from the perilous position that I hold." The painful forebodings that then oppressed me have been verified, and came to pass within the past year.

Soon after my return from Europe, where you had sent me to aid in the negotiation of the new loan, the dreadful discovery was made that two of the officers attached to this Bureau had robbed the Government of \$62,000. Both these men had been in the office for many years. They came in with the highest recommendations for capacity, honesty, and integrity. Both of them had families of their own, and they were connected with families of the highest respectability and character. Both were members of Christian churches. Their personal behavior, conduct, and bearing in the office were such as to place them above suspicion, and to induce their promotion, through all the four grades of clerkships, to the responsible offices which they held when they yielded to temptation and fell.

Frederick A. Marden, the chief of the division of accounts, whose duty it was, in part, to pay the salaries of all the employes of this office, with the connivance of Seth Johnson, the assistant paying-teller, managed to embezzle \$12,000. Seth Johnson not only assisted Marden in perpetrating the fraud, by taking his checks on the Treasury where he had no funds, and concealing the fact by counting the checks as cash, but he himself purloined \$50,000, and covered it up by making false entries in his books. The accounts of these two defalcations now stand as follows:

Frederick A. Marden's defalcation		\$12,000 00	
Recovered from back salary	\$134 24		
Cash returned	322 96		
Proceeds of United States bond	128 81		
		586 03	
			\$11,413 97
Seth Johnson's defalcation		50,000 00	
Recovered from back salary	111 96		
Lockwood & Co., New York	1,868 04		
Fant, Washington & Co., Washington	10,125 81		
		12,105 80	
			37,894 77
Unrecovered aggregate of both defalcations			49,308 77

It came out, on the investigation, that Seth Johnson had lent John F. Cowen a sum of money, which, at the time of the exposure, with in-

terest, amounted to \$3,700. To secure the payment of that sum, Mr. Cowen left with the Assistant Treasurer bonds of the Cincinnati and Terre Haute Railroad Company, of the par value of \$4,000. Default having been made in payment of the notes to which these bonds were collateral, they are now the property of the United States. The market value of the bonds is not known. Whatever amount is realized from their sale will be deducted, and will reduce Johnson's defalcation by that amount.

Mortifying as all this is, yet, when compared with other ordinary money transactions, and by the laws of chances, the wonder is that it has not been much worse. When it is considered that the money transactions of the Treasury foot many millions of dollars every business day in the year, and that the losses, as compared with the footings of the books, do not amount to one ten-thousandth of one per cent. on the gross amount, it will be believed that this is a less percentage of loss by defalcations and through dishonesty than occurs from the same causes in the ordinary transactions of private business. The defalcations in banks and other moneyed institutions for the same time would show a percentage vastly in excess of those that have happened in the Treasury during the last eleven years. As an instance, a bank with a capital of only \$150,000, that was for many years in charge of myself as its executive officer, and during all that time never lost a cent, has, since I came here, lost by the defalcation of its cashier, a sum nearly equal to all the losses by defalcations that have occurred in this office since it has been in my control. I do not make this statement in excuse for my misfortunes from the acts of others, but to show that, in large business transactions, losses are inevitable.

COMPARISON OF RECEIPTS AND EXPENDITURES.

By an examination of the tables of receipts and of expenditures by warrants, that immediately follow this report, and by a comparison with the like tables of the preceding fiscal year, it will be found that the payments for the reduction of the Public Debt, and for the payments of the interest on the same, have fallen off, for this, as compared with the preceding year, \$39,199,719.29. It will also be found that there has been a decrease of gross receipts, as follows: On account of Internal Revenue, of \$12,455,975.91; from sales of war *materiel*, \$2,138,079.69; and from miscellaneous sources, of \$4,989,055.45. And that there has been an increase of gross receipts from the Interior Department, of \$2,546,310.41; from the Navy Department, of \$52,544.86; from sale of lands, of \$187,067.51, and from customs, in gold, of \$10,099,878.72. It will be found that there has been an increase of gross expenditures for pay of the Judiciary, of \$767,857.66; on account of foreign intercourse, of \$303,442.54; for expenditure for the Treasury proper, of \$420,604.86; for the collection of customs, of \$612,215.94; for quarterly salaries, of \$7,944.01; for the civil branch of the War Department, of \$195,665.42; on account of the Navy, of \$1,871,327.64. And that there has been a decrease of gross expenditures for the Army of \$2,565,914.31; for the Interior Department, of \$3,729,450.33; for the Treasury Interior, of \$140,403.09; for collection of the internal revenue, \$1,457,922.49.

The duty collected from national banks on their capital, circulation, and deposits, in addition to taxes collected by the collectors of internal revenue, amounted in this fiscal year to.....	\$6, 505, 812 21
In the preceding fiscal year to.....	6, 017, 460 34

The increase of duty collected this year over last was.. 488, 351 87

The securities left on deposit with the Treasurer, by national banks, at the close of the fiscal year, were as follows:

To secure the redemption of circulating notes.....	\$380,440,700
To secure public deposits	15,759,000
To secure subscriptions to the funded loan.....	3,873,300
Total par value of securities held.....	<u>400,073,000</u>

The last item has since been entirely withdrawn, as all the subscriptions to the loan of 1881 have been paid. On November 28, 1871, the deposits on account of the subscriptions, in United States stocks, amounted to \$57,267,400. On that day, the face-value of the United States bonds belonging to national banks, deposited in a single vault of the Treasury, was over four hundred and fifty millions, and their market value over five hundred million dollars.

The "conscience fund" was increased during the year in various sums, aggregating \$2,997.42; and now amounts to \$129,144.77. These contributions have been made by persons who thus acknowledged not only their indebtedness, but their willingness to pay the Government what they owed it. On the other hand, the United States is indebted to individuals on various accounts, but principally for unclaimed interest on bonds. Governments should set an example of honesty to the people. The withholding of the amount of an honest indebtedness is as dishonest as, and more mean than, an absolute refusal to pay. It is therefore recommended that there shall be prepared and published, after the close of every fiscal year, a list of all unclaimed balances due from the Government that have remained upon the books of the Department for two years or more; said list to state the names of the persons to whom moneys are due, and the amount due each respectively.

In the tables that are hereunto appended will appear, in gross and in detail, the business and work of this office for the last fiscal year, and, to some extent, for former years; together with the amounts of funds received, and the particular sources of income, and the money expended, and on what account, and for what purpose paid out. Also, the issue of new and the redemption of old paper money; as well as the securities held in trust for national banks, and the notes of such banks as are in liquidation, that have been redeemed; together with various other matters of interest relating to the business operations of the Treasury of the United States.

All of which is submitted by,

Your obedient servant,

F. E. SPINNER,

Treasurer of the United States.

Hon. GEORGE S. BOUTWELL,

Secretary of the Treasury.

APPENDIX.

A.—GENERAL TREASURY.

I.—RECEIPTS AND EXPENDITURES.

1.—Receipts and expenditures by warrant.

The books of the office were closed June 30, 1872, after the entry of all moneys received and disbursed on authorized warrants within the fiscal year, as follows:

Receipts.

Received from—	Net receipts.	Counter-warrants.	Repayments.	Totals.
Loans	\$305,047,054 00	\$161,030 00	.....	\$305,208,084 00
Internal revenue ..	130,642,177 72	.....	.....	130,642,177 72
Customs	216,370,286 77	.....	.....	216,370,286 77
Lands	2,575,714 19	.....	.....	2,575,714 19
Miscellaneous	24,518,688 88	545,790 12	\$2,711,692 44	27,776,171 44
War .....	.....	15,202,243 61	5,496,768 74	20,699,012 35
Navy .....	.....	2,148,797 95	1,107,395 33	3,256,193 28
Interior .....	.....	217,454 64	3,143,534 68	3,360,989 32
	679,153,921 56	18,275,316 32	12,459,391 19	709,898,629 07
Late depositary United States, Mobile, Alabama, formerly credited as unavailable				18,228 35
Late depositary United States, Saint Croix, Wisconsin, formerly credited as unavailable				1,014 48
Balance from June 30, 1871				109,917,477 24
Gross receipts for fiscal year				819,825,349 14

Expenditures.

Paid on account of—	Net expenditures.	Repayments.	Counter-warrants.	Totals.
War	\$35,372,157 20	\$5,496,768 74	\$15,202,243 61	\$56,071,169 55
Navy	21,249,809 99	1,107,395 33	2,148,797 95	24,506,003 27
Interior	35,595,131 58	3,143,534 68	217,454 64	38,956,120 90
Public debt	529,323,414 02	1,422,408 30	161,030 00	530,906,852 32
Treasury	24,376,883 42	161,121 83	142,451 59	24,680,456 84
Customs	16,832,255 37	541,919 60	275,493 37	17,649,668 34
Interior civil	5,228,072 77	110,771 68	.....	5,338,844 45
Internal revenue ..	7,418,118 41	245,814 14	6,309 19	7,670,241 74
Diplomatic	1,855,142 53	69,360 98	40,007 25	1,964,510 76
Quarterly salaries ..	716,692 85	.....	.....	716,692 85
War civil	1,091,447 96	28,603 57	.....	1,120,051 53
Judiciary	3,466,144 11	131,692 34	81,528 72	3,679,365 17
	682,525,270 21	12,459,391 19	18,275,316 32	713,259,977 72
Carried to unavailable late depositary United States, Mobile, Alabama				10,625 54
Carried to unavailable late depositary United States, Baltimore, Maryland				3,104 64
Balance in Treasury June 30, 1872				106,551,641 24
Gross expenditures for fiscal year				819,825,349 14

NOTE.—The above balance in Treasury June 30, 1872, differs from that of the Secretary and Register as follows:

Balance as above.....	\$106,551,641 24
Deduct amount received from United States depositary, St. Croix, not charged by Secretary in this fiscal year.....	1,014 4
	<hr/> 106,550,626 76
Add amounts credited to unavailable in above statement, not credited in the account of the Secretary—	
Late United States depositary, Mobile	\$10,625 54
Late United States depositary, Baltimore	3,104 64
	<hr/> 13,730 18
Balance as per statement of Secretary.....	<hr/> 106,564,356 94

Repay covering-warrants represent repayments of money advanced to disbursing officers, and proceeds of sales of stores, both of which are credited to the appropriations from which the moneys were advanced.

Counter-warrants represent moneys returned to appropriations, which moneys had previously been expended on some other account.

2.—Warrants.

The receipts, as stated in the foregoing table, were carried into the Treasury by 12,474 covering warrants, which is 1,127 more than were issued during the preceding year. The payments were made on 27,020 authorized warrants, for the payment of which there were issued 31,757 drafts on the Treasury and the various branches thereof. There is an increase of warrants issued over the number issued during the preceding year of 1,309, but a decrease of 2 in drafts drawn.

3.—Receipts and Expenditures by Ledger.

The actual receipts and expenditures during the fiscal year, as per Cash Ledger were as follows:

Cash, Dr.		
Cash Ledger Balance, June 30, 1871.....		\$112,685,027 75
Semi-annual Bank Duty.....	6,521,875 80	
Five-Twenty Bonds.....	5,000 00	
Bonds, Funded Loan of 1881.....	138,876,950 00	
Interest, on Funded Loan of 1881.....	1,182,550 71	
Conscience Money.....	2,997 42	
Coin Certificates.....	63,229,500 00	
Customs.....	216,375,291 24	
Legal-Tender Notes.....	69,599,804 00	
Fractional Currency.....	31,816,900 00	
Internal Revenue.....	130,642,418 33	
Sales of Public Lands.....	2,589,113 21	
Premium on sales of Coin.....	9,692,209 99	
Patent fees.....	706,978 26	
Fines and penalties.....	726,524 18	
Indian Trust fund.....	362,447 80	
Miscellaneous Interest.....	281,949 21	
Miscellaneous Revenue.....	4,054,160 61	
War.....	6,349,083 27	
Navy.....	1,119,723 22	
Prize Captures.....	187,388 95	
Profits on Coinage.....	192,301 97	
Pacific Railroad repayments.....	749,461 87	
Repayments, (chiefly pension agents).....	4,242,042 29	
Three per cent. certificates.....	65,000 00	
Total cash receipts.....		<hr/> 629,572,110 35
Received, formerly credited as unavailable:		
From late Depositary United States, Mobile, Alabama.....	\$18,228 35	
From late Depositary United States, Saint Croix, Wisconsin.....	1,014 48	
		<hr/> 19,242 83
Total.....		<hr/> 802,276,340 99

Cash, Cr.

The actual expenditures, as per Cash Ledger, were as follows:

Public Debt.....	\$530,745,822 32
War proper.....	42,306,054 30
War, (civil branch).....	1,120,051 53
Navy.....	22,150,939 22
Interior.....	37,517,527 69
Quarterly Salaries.....	715,227 81
Judiciary.....	3,598,631 09
Customs.....	17,316,889 49
Treasury proper.....	24,635,985 43
Treasury Interior.....	5,338,844 45
Diplomatic.....	1,619,585 22
Internal Revenue.....	7,609,922 91
Total actual expenditures.....	694,675,481 46
Carried to unavailable:	
On account of late Depositary United States, Mobile, Ala- bama.....	\$10,625 54
On account of late Depositary United States, Baltimore, Maryland.....	3,104 64
Balance of cash in Treasury.....	13,730 18
	107,587,169 25
	802,276,380 89
Total cash balance at the close of the year.....	107,587,169 25
This balance consists of gold and silver.....	\$89,764,599 87
Other lawful money.....	17,822,569 38
Total cash.....	\$107,587,169 25
Deduct cash not covered by warrants.....	1,035,528 01
Balance as per Warrant Ledger, see above.....	106,551,641 24

II.—BALANCES AND OVERDRAFTS.

Balances and overdrafts to the credit and debit of the Treasurer United States, June 30, 1872.

	Balances.	Overdrafts.
Treasurer United States, Washington.....	\$20,075,923 42	.....
Assistant Treasurer, New York.....	45,723,712 33	.....
Assistant Treasurer, Philadelphia.....	5,634,940 15	.....
Assistant Treasurer, Boston.....	5,438,229 19	.....
Assistant Treasurer, Saint Louis.....	1,251,390 71	.....
Assistant Treasurer, San Francisco.....	1,761,389 78	.....
Assistant Treasurer, New Orleans.....	2,350,604 74	.....
Assistant Treasurer, Baltimore.....	990,338 69	.....
Assistant Treasurer, Charleston.....	.....	\$18,186 12
Depositary United States, Cincinnati.....	544,345 15	.....
Depositary United States, Chicago.....	1,684,043 07	.....
Depositary United States, Louisville.....	63,021 92	.....
Depositary United States, Buffalo.....	267,485 41	.....
Depositary United States, Pittsburgh.....	358,548 07	.....
Depositary United States, Olympia.....	817 44	.....
Depositary United States, Oregon City.....	44 52	.....
Depositary United States, Mobile.....	223,815 43	.....
Depositary United States, Santa Fé.....	.....	45,508 89
Depositary United States, Tucson.....	336,020 19	.....
National Banks.....	7,777,873 00	.....
National Banks, Funded Loan of 1881.....	5,001,091 53	.....
Assay Office, New York.....	3,752,513 00	.....
United States Mints.....	4,090,479 19	.....
Mint, Philadelphia, Nickel account.....	327,177 47	.....
Suspense account.....	.....	2,940 14
Balance as per Ledger.....	107,587,169 25	107,587,169 25
Total.....	107,653,804 40	107,653,804 40

III.—DISBURSING OFFICERS.

1. *Balances.*

Balances to the credit of disbursing officers of the United States, June 30, 1872.		
Treasurer United States, Washington, D. C		\$1,824,455 39
Assistant Treasurer, Boston	\$591,213 32	
Assistant Treasurer, New York	4,706,381 31	
Assistant Treasurer, Philadelphia	715,382 63	
Assistant Treasurer, Charleston	135,208 95	
Assistant Treasurer, Saint Louis	628,503 39	
Assistant Treasurer, New Orleans	601,334 32	
Assistant Treasurer, San Francisco	1,866,761 47	
Assistant Treasurer, Baltimore	323,097 04	
		<hr/>
With Assistant Treasurers United States		9,567,822 45
Depository United States, Buffalo	72,505 37	
Depository United States, Chicago	604,299 96	
Depository United States, Cincinnati	232,904 79	
Depository United States, Louisville	210,654 37	
Depository United States, Pittsburgh	140,512 36	
Depository United States, Mobile	68,881 70	
Depository United States, Santa Fé	298,745 19	
Depository United States, Tucson	37,346 48	
		<hr/>
With Depositories		1,665,850 22
With 126 National Bank Depositories		4,239,603 92
		<hr/>
Total amount in all offices to credit of disbursing officers		17,357,792 17

2.—*Reports.*

Statement of the reports of disbursing officers United States, received and examined at the Treasurer's office, and returned to the various Departments to which the disbursing officers belong.

From December 2, 1871, to June 29, 1872, inclusive, there were received at this office 13,929 reports of 1,135 disbursing officers, for examination, as follows:

244 Quartermasters United States Army.
296 Commissaries United States Army.
62 Paymasters United States Army.
96 Officers of the Engineer Corps, United States Army.
54 Recruiting Officers United States Army.
29 Ordnance Officers United States Army.
6 Surgeons United States Army.
1 Superintendent Military Academy.
2 Officers of the Signal Corps.
4 Officers of the Freedmen's Bureau.
34 Paymasters and Pay Inspectors United States Navy.
208 Collectors of Internal Revenue.
88 Collectors of Customs.
3 Disbursing Clerks.
8 Disbursing Agents.

IV.—TRANSFERS OF FUNDS.

To facilitate payments at points where the moneys were needed for disbursements transfer letters, transfer orders, and bills of exchange were issued during the fiscal year as follows:

2,178 letters on National Banks.....	\$41, 876, 900 00
359 transfer orders on National Banks	6, 745, 382 00
64 bills of exchange on Collectors of Customs	300, 000 00
792 transfer orders on Treasurer, Assistant Treasurers, and Depositories	227, 228, 575 00
	<hr/>
3,393 transfers, amounting to	276, 150, 857 00

Of which amount there was in coin.....	\$86,803,000 00
And in currency.....	189,347,838 27
Total.....	276,150,838 27

V.—UNAVAILABLE FUNDS, JUNE 30, 1872.

Currency:

First National Bank, Selma, Alabama.....	\$59,978 07
Venango National Bank, Franklin, Pennsylvania.....	217,391 38

Total amount with National Banks..... \$277,369 45

Deficit at New Orleans, (Whitaker's).....	675,270 22
Deficit at Louisville, (stolen).....	9,000 00
Deficit at Louisville, (Bloomgart's).....	11,083 52
Deficit at Santa Fé, (J. L. Collins').....	30,058 83

Total with Assistant Treasurers and Depositories..... 725,412 57

Total Currency..... 1,002,782 02

Coin:

Balances from previous to the outbreak of the rebellion:

United States Branch Mint, Charlotte, North Carolina.....	32,000 00
United States Branch Mint, Dahlonega, Georgia.....	27,950 03
Depository United States, Galveston, Texas.....	778 66

Total Coin..... 60,728 69

. Total..... 1,063,510 71

This amount has been reduced since the close of the fiscal year, by \$20,073.52, being the amount of the deficits at Louisville, Kentucky, (less \$10 additional deficit at New Orleans,) from which the Depository United States at Louisville was relieved by act of Congress.

VI.—NATIONAL BANK DEPOSITARIES.

The business transactions between the Treasury and National Banks as depositaries have been for the fiscal year as follows:

Balances brought from last year's account.....	\$7,197,115 04
Receipts during the last fiscal year.....	106,104,855 16
Receipts during the same period for fractional currency.....	2,994,444 10

Total..... 116,296,414 30

Payments during the last fiscal year.....	\$108,518,541 30
Balance due the United States, June 30, 1872.....	7,777,873 00

Total..... 116,296,414 30

Payments through expresses, at Government expense.....	\$6,745,302 89
Payments without expense to the Government.....	101,773,238 41

Total..... 108,518,541 30

VII.—OUTSTANDING LIABILITIES.

Amount covered into the Treasury to July 1, 1871.....	\$241,975 19
And in the last fiscal year.....	21,974 92

Total..... 263,950 11

There has been paid to various parties entitled to receive the same, to July 1, 1872.....	\$38,633 05
Unclaimed balance remaining in the Treasury.....	225,317 06

Total..... 263,950 11

VIII.—CONSCIENCE FUND.

Amount received from various persons from December 1, 1863, to July 1, 1871	\$126,147 35
And in the last fiscal year	2,997 42
Total amount received since November 30, 1863	<u>129,144 77</u>

IX.—OPEN ACCOUNTS.

With Assistant Treasurers	9
With Designated Depositaries	10
With United States Mints	10
With National Bank Depositaries	13
With Disbursing Officers	107
Impersonal Accounts	162

B.—POST-OFFICE DEPARTMENT.

L.—RECEIPTS AND EXPENDITURES.

The receipts and expenditures for and on account of the Post-Office Department for the fiscal year have been as follows:

Cash, Dr.

Balance from last year's account	\$297,539 43
Receipts:	
At Washington	\$92,867 42
At Boston	518,275 94
At Baltimore	130,572 64
At Charleston	58,358 72
At New York	7,557,962 96
At New Orleans	128,025 07
At Philadelphia	467,748 56
At Saint Louis	175,375 03
At San Francisco	236,655 61
Depositary, Buffalo, New York	3,560 25
Depositary, Louisville, Kentucky	122 48
Depositary, Cincinnati, Ohio	50 00
Depositary, Mobile, Alabama	42,271 64
Depositary, Pittsburgh, Pennsylvania	1,160 89
First National Bank, Galveston, Texas	2,637 25
First National Bank, Helena, Montana Territory	256 00
First National Bank, Knoxville, Tennessee	329 92
First National Bank, Leavenworth, Kansas	102 74
First National Bank, Nashville, Tennessee	54 15
First National Bank, Memphis, Tennessee	2,598 02
First National Bank, Portland, Oregon	756 00
First National Bank, Richmond, Virginia	5,345 66
First National Bank, Springfield, Illinois	7,216 56
Second National Bank, Detroit, Michigan	12,185 77
Second National Bank, Leavenworth, Kansas	132 89
Second National Bank, Utica, New York	108 70
Merchants' National Bank, Cleveland, Ohio	1,353 61
Merchants' National Bank, Little Rock, Arkansas	1,330 90
Merchants' National Bank, Portland, Maine	19 26
Merchants' National Bank, Savannah, Georgia	26,762 76
Atlanta National Bank, Atlanta, Georgia	1,894 20
Indianapolis National Bank, Indianapolis, Indiana	35 15
Kansas Valley National Bank, Topeka, Kansas	24 63
Lynchburgh National Bank, Lynchburgh, Virginia	50 00
Planters' National Bank, Richmond, Virginia	566 13
City National Bank, Grand Rapids, Michigan	656 46
National State Bank, Des Moines, Iowa	55 29
Total receipts during the year	<u>9,477,484 31</u>
Total	<u>9,775,023 74</u>

Warrants were issued on the various offices for the payment of the aggregate amounts as follows:

Cash, Cr.

On Washington	\$345,314 03
On New York	5,543,146 60
On Boston	433,487 11
On Baltimore	194,605 72
On Charleston	229,968 17
On New Orleans	496,645 22
On Saint Louis	655,014 18
On Philadelphia	479,159 97
On San Francisco	283,962 43
Depository, Mobile, Alabama	1,399 51
Total issued during year	8,662,702 94
Balance, Cash on hand to new account	1,112,320 80
Total	<u>9,775,023 74</u>

II.—APPROPRIATIONS FROM TREASURY FOR POST-OFFICE DEPARTMENT.

Moneys included in the above receipts were drawn from the Treasury on account of the Post-Office Department, that were not receipts from the Department, but were appropriated for its use by Congress, under the several laws as specified, at the times, and for amounts as follows:

To supply deficiencies in the revenues of the Post-Office Department, Act March 3, 1871:

July 3, 1871, paid Treasury warrant No. 881	\$1,000,000
October 4, 1871, paid Treasury warrant No. 1313	1,200,000
December 28, 1871, paid Treasury warrant No. 6	900,000
March 28, 1872, paid Treasury warrant No. 428	1,200,000
	<u>\$4,300,000</u>

For Mail-Steamship service between San Francisco, Japan, and China:

July 6, 1871, paid Treasury warrant No. 944	125,000
October 4, 1871, paid Treasury warrant No. 1325	125,000
December 28, 1871, paid Treasury warrant No. 6	125,000
March 28, 1872, paid Treasury warrant No. 428	125,000
	<u>500,000</u>

For Mail-Steamship service between San Francisco and the Sandwich Islands:

July 11, 1871, paid Treasury warrant No. 969	18,750
October 7, 1871, paid Treasury warrant No. 1326	18,750
January 18, 1872, paid Treasury warrant No. 111	18,750
March 28, 1872, paid Treasury warrant No. 428	18,750
June 21, 1872, paid Treasury warrant No. 907	18,750
	<u>93,750</u>

For Mail-Steamship service between the United States and Brazil:

September 13, 1871, paid Treasury warrant No. 1231	37,500
December 9, 1871, paid Treasury warrant No. 1699	37,500
March 16, 1872, paid Treasury warrant No. 395	37,500
June 13, 1872, paid Treasury warrant No. 842	37,500
	<u>150,000</u>

For free mail matter, Act March 3, 1847, and March 3, 1851:

December 28, 1871, paid Treasury warrant No. 6	350,000
--	---------

Total amount received from Government..... 5,393,750

III.—RECEIPTS AND PAYMENTS BY POSTMASTERS.

Receipts by Postmasters, on account of postage on letters, newspapers, and pamphlets, registered letters, emoluments, &c., disbursed by the Post-Office Department

without being paid into the Treasury, but afterward carried into and out of the Treasury by warrant, were as follows:

For quarter ended September 30, 1871.....	\$4,203,258 12
For quarter ended December 31, 1871.....	4,485,369 40
For quarter ended March 31, 1872.....	4,647,510 84
For quarter ended June 30, 1872.....	4,553,668 04
Total.....	17,889,806 40

IV.—TOTAL RECEIPTS AND EXPENDITURES, (INCLUDING AMOUNTS RECEIVED AND PAID BY POSTMASTERS.)

Cash, Dr.

Balance from last year.....	\$297,539 43
From Postmasters and others.....	\$4,083,734 31
From Treasury on warrants to supply deficiencies of Post-Office Department.....	4,300,000 00
From Treasury on warrants for subsidies to steamships..	1,093,750 00
	<u>9,477,484 31</u>
For amount received and paid by Postmasters.....	17,889,806 40
Total.....	27,664,830 14

Cash, Cr.

Paid on 6,707 Post-Office warrants.....	\$8,662,702 94
Received and paid by Postmasters.....	17,889,806 40
Balance to new account.....	1,112,320 80
Total.....	27,664,830 14

C.—NATIONAL BANKS.

I.—NUMBER OF NATIONAL BANKS.

The number of National Banks on the 30th June, 1871, that had deposited securities of the United States with this Office preliminary to their organization, was.....	1,839
The number of new banks organized during the last fiscal year, was.....	168
Total number of banks June 30, 1872.....	2,007
The number of banks that had paid duty and deposited securities for their circulating notes, and were doing business on the 30th of June last, as appears from the books of this Office, was.....	1,914
Failed prior to June 30, 1871—securities sold.....	15
Failed prior to June 30, 1871—securities in part sold.....	1
Failed in last fiscal year.....	6
Having no circulation—securities withdrawn.....	12
In voluntary liquidation—money deposited to redeem circulation prior to June 30, 1871.....	55
In voluntary liquidation—money deposited and securities withdrawn in the last fiscal year.....	4
Number of banks organized.....	2,007

II.—NEW NATIONAL BANKS.

The following National Banks were organized during the last fiscal year:

The First National Bank of Wyandotte, Kansas.
 The First National Bank of Greenville, Illinois.
 The Second National Bank of Winona, Minnesota.
 The Bates County National Bank of Butler, Missouri.
 The National Bank of Newberry, South Carolina.
 The Cook County National Bank of Chicago, Illinois.
 The First National Bank of Brownville, Nebraska.

The German National Bank of Covington, Kentucky.
The National Bank of Spartansburgh, South Carolina.
The First National Bank of Grand Haven, Michigan.
The First National Bank of Mason City, Illinois.
The Second National Bank of Charleston, Illinois.
The First National Bank of Marseilles, Illinois.
The First National Bank of Tuscaloosa, Alabama.
The First National Bank of Frankfort, Indiana.
The Nebraska City National Bank of Nebraska.
The First National Bank of Warrensburgh, Missouri.
The First National Bank of Port Huron, Michigan.
The Valley National Bank of Saint Louis, Missouri.
The Covington City National Bank of Covington, Kentucky.
The National Exchange Bank of Augusta, Georgia.
The First National Bank of Newnan, Georgia.
The Mills County National Bank of Glenwood, Iowa.
The Citizens' National Bank of Faribault, Minnesota.
The First National Bank of Paola, Kansas.
The First National Bank of Rolla, Missouri.
The National Bank of Illinois, at Chicago, Illinois.
The First National Bank of Saint Joseph, Michigan.
The First National Bank of Jefferson, at Charlestown, West Virginia.
The Rush County National Bank of Rushville, Indiana.
The First National Bank of Marengo, Illinois.
The Knoxville National Bank of Iowa.
The Union National Bank of Macomb, Illinois.
The First National Bank of Vincennes, Indiana.
The First National Bank of Webster City, Iowa.
The National Bank of Kutztown, Pennsylvania.
The First National Bank of Paxton, Illinois.
The First National Bank of Kuob Noster, Missouri.
The Meridian National Bank of Indianapolis, Indiana.
The Citizens' National Bank of Peru, Indiana.
The First National Bank of Tama City, Iowa.
The Dixon National Bank of Illinois.
The Will County National Bank of Joliet, Illinois.
The National Bank of Piedmont, West Virginia.
The Wellsburgh National Bank of West Virginia.
The Littleton National Bank of New Hampshire.
The Citizens' National Bank of Niles, Michigan.
The First National Bank of Olean, New York.
The First National Bank of Bloomington, Indiana.
The Rock Island National Bank of Rock Island, Illinois.
The Citizens' National Bank of Greensburgh, Indiana.
The First National Bank of Pella, Iowa.
The Bedford National Bank of Bedford, Indiana.
The Citizens' National Bank of Hagerstown, Maryland.
The Farmers' National Bank of Greensburgh, Pennsylvania.
The Merchants' National Bank of Toledo, Ohio.
The Sycamore National Bank of Sycamore, Illinois.
The First National Bank of Newport, Indiana.
The Mutual National Bank of New Orleans, Louisiana.
The State National Bank of Lincoln, Nebraska.
The First National Bank of Cynthiana, Kentucky.
The Kansas City National Bank of Kansas City, Missouri.
The First National Bank of Chetopa, Kansas.
The First National Bank of Jackson, Ohio.
The First National Bank of Plymouth, Ohio.
The First National Bank of Hackensack, New Jersey.
The Defiance National Bank of Defiance, Ohio.
The Rochelle National Bank of Rochelle, Illinois.
The Kentucky National Bank of Louisville, Kentucky.
The Second National Bank of Aurora, Illinois.
The People's National Bank of Ottawa, Kansas.
The First National Bank of Owatonna, Minnesota.
The National Bank of Wooster, Ohio.
The First National Bank of Wichita, Kansas.
The First National Bank of Plattsmouth, Nebraska.
The First National Bank of Emporia, Kansas.
The First National Bank of Plymouth, Michigan.

The First National Bank of Napoleon, Ohio.
The Second National Bank of East Saginaw, Michigan.
The Manufacturers' National Bank of Three Rivers, Michigan.
The First National Bank of Coshocton, Ohio.
The Salt Lake City National Bank of Salt Lake City, Utah.
The First National Bank of Rochelle, Illinois.
The First National Bank of Millersburgh, Ohio.
The Southern Michigan National Bank of Coldwater, Michigan.
The First National Bank of Liberty, Indiana.
The De Witt County National Bank of Clinton, Illinois.
The Merchants' National Bank of Fort Scott, Kansas.
The Farmers and Mechanics' National Bank of Georgetown, District of Columbia.
The First National Bank of Shelby, Ohio.
The First National Bank of Minerva, Ohio.
The National Bank of Monticello, Kentucky.
The First National Bank of Sullivan, Indiana.
The First National Bank of Burlington, Wisconsin.
The Nokomis National Bank of Nokomis, Illinois.
The National Bank of Greenville, South Carolina.
The Farmers and Mechanics' National Bank of Phoenixville, Pennsylvania.
The Crescent City National Bank of New Orleans, Louisiana.
The National Bank of Gloversville, New York.
The Holyoke National Bank of Holyoke, Massachusetts.
The First National Bank of Clinton, Missouri.
The Moline National Bank of Moline, Illinois.
The Guernsey National Bank of Cambridge, Ohio.
The First National Bank of Wyoming, Iowa.
The First National Bank of Bellaire, Ohio.
The Topeka National Bank of Topeka, Kansas.
The Third National Bank of Scranton, Pennsylvania.
The Merchants' National Bank of Fort Dodge, Iowa.
The Iron National Bank of Portsmouth, Ohio.
The First National Bank of Delphi, Indiana.
The National Bank of Western Arkansas, Fort Smith, Arkansas.
The First National Bank of Parsons, Kansas.
The First National Bank of Rochester, Indiana.
The Lausing National Bank of Lausing, Michigan.
The First National Bank of Duluth, Minnesota.
The City National Bank of Denver, Colorado.
The Norway National Bank of Norway, Maine.
The First National Bank of El Dorado, Kansas.
The Kinney National Bank of Portsmouth, Ohio.
The National Bank of Rising Sun, Indiana.
The Montana National Bank of Helena, Montana.
The First National Bank of Flora, Illinois.
The Lawrence National Bank of Lawrence, Massachusetts.
The National Bank of Owen, at Owenton, Kentucky.
The Miners' National Bank of Braidwood, Illinois.
The Merchants' National Bank of Holly, Michigan.
The First National Bank of Trenton, Missouri.
The Indiana National Bank of Lafayette, Indiana.
The First National Bank of Prophetstown, Illinois.
The First National Bank of Oregon, Illinois.
The Citizens' National Bank of Des Moines, Iowa.
The Citizens' National Bank of Sedalia, Missouri.
The Fayette County National Bank of Washington, Ohio.
The First National Bank of Adrian, Michigan.
The First National Bank of Fremont, Nebraska.
The First National Bank of Deer Lodge, Montana.
The Citizens' National Bank of Sioux City, Iowa.
The First National Bank of Junction City, Kansas.
The Scandinavian National Bank of Chicago, Illinois.
The Burlington National Bank of Burlington, Kansas.
The Pomeroy National Bank of Pomeroy, Ohio.
The First National Bank of New London, Ohio.
The Manchester National Bank of Manchester, Ohio.
The Emporia National Bank of Emporia, Kansas.
The Citizens' National Bank of Galion, Ohio.
The Planters' National Bank of Danville, Virginia.
The Marion County National Bank of Knoxville, Iowa.

The First National Bank of Fairbury, Illinois.
 The Second National Bank of Richmond, Indiana.
 The Quaker City National Bank of Quaker City, Ohio.
 The Giles National Bank of Pulaski, Tennessee.
 The First National Bank of Georgetown, Colorado.
 The Keokuk National Bank of Keokuk, Iowa.
 The Eleventh Ward National Bank of Boston, Massachusetts.
 The National Gold Bank and Trust Company of San Francisco, California.
 The Commercial National Bank of Kansas City, Missouri.
 The Mount Vernon National Bank of Mount Vernon, Ohio.
 The Clinton County National Bank of Wilmington, Ohio.
 The First National Bank of Grand Rapids, Michigan.
 The Citizens' National Bank of New Philadelphia, Ohio.
 The Stones River National Bank of Murfreesborough, Tennessee.
 The First National Bank of Council Grove, Kansas.
 The Citizens' National Bank of Winterset, Iowa.
 The People's National Bank of Fayetteville, North Carolina.
 The First National Bank of Berea, Ohio.
 The Citizens' National Bank of Mankato, Minnesota.
 The North Western National Bank of Minneapolis, Minnesota.
 The Union National Bank of Liberty, Indiana.

III.—NATIONAL BANKS THAT HAVE FAILED.

The First National Bank of Attica, New York, in 1865.
 The Merchants' National Bank of Washington, D. C., in 1866.
 The Venango National Bank of Franklin, Pa., in 1866.
 The First National Bank of Medina, New York, in 1867.
 The Tennessee National Bank of Memphis, Tennessee, in 1867.
 * The First National Bank of Newton, Newtonville, Massachusetts, in 1867.
 The First National Bank of New Orleans, Louisiana, in 1867.
 The First National Bank of Selma, Alabama, in 1867.
 The National Unadilla Bank, of Unadilla, New York, in 1868.
 The Farmers and Citizens' National Bank of Brooklyn, New York, in 1868.
 The Croton National Bank of the City of New York, in 1868.
 The First National Bank of Bethel, Connecticut, in 1868.
 The First National Bank of Keokuk, Iowa, in 1868.
 The National Bank of Vicksburgh, Mississippi, in 1868.
 The First National Bank of Rockford, Illinois, in 1869.
 The First National Bank of Nevada, Austin, Nevada, in 1869.
 The Fourth National Bank of Philadelphia Pennsylvania, in 1871.
 The Eighth National Bank of the City of New York, New York, in 1871.
 The Ocean National Bank of the City of New York, New York, in 1871.
 The Union Square National Bank of the City of New York, New York, in 1871.
 The Waverly National Bank of Waverly, New York, in 1872.
 The First National Bank of Fort Smith, Arkansas, in 1872.
 Whole number failed, 22.

IV.—NATIONAL BANKS IN VOLUNTARY LIQUIDATION.

1.—Before July 1, 1871.

The National Farmers and Mechanics' Bank of Albany, New York.
 The Appleton National Bank of Appleton, Wisconsin.
 The First National Bank of Berlin, Wisconsin.
 The First National Bank of Bluffton, Indiana.
 The First National Bank of Carondelet, Missouri.
 The First National Bank of Cedarburgh, Wisconsin.
 The Central National Bank of Cincinnati, Ohio.
 The Commercial National Bank of Cincinnati, Ohio.
 The Ohio National Bank of Cincinnati, Ohio.
 The First National Bank of Cuyahoga Falls, Ohio.
 The First National Bank of Clarksville, Virginia.
 The First National Bank of Columbia, Missouri.
 The First National Bank of Dayton, Ohio.
 The First National Bank of Decatur, Illinois.
 The First National Bank of Des Moines, Iowa.

* The National Security Bank, of Boston, Massachusetts, has assumed the circulation of this bank.

The Second National Bank of Des Moines, Iowa.
 The National Insurance Bank of Detroit, Michigan.
 The National State Bank of Dubuque, Iowa.
 The National Bank of Chemung, Elmira, New York.
 The Chemung Canal National Bank of Elmira, New York.
 The First National Bank of Fenton, Michigan.
 The First National Bank of Frostburgh, Maryland.
 The First National Bank of Hallowell, Maine.
 The Fourth National Bank of Indianaapolis, Indiana.
 The First National Bank of Jackson, Mississippi.
 The National Bank of Lansingburgh, New York.
 The National Exchange Bank of Lausingsburgh, New York.
 The First National Bank of Lebanon, Ohio.
 The First National Bank of Marion, Ohio.
 The National Bank of Maysville, Kentucky.
 The Merchants' National Bank of Milwaukee, Wisconsin.
 The First National Bank of New Ulm, Minnesota.
 The Grocers' National Bank of the City of New York, New York.
 The Pacific National Bank of the City of New York, New York.
 The National Bank of North America, City of New York, New York.
 The First National Bank of Oskaloosa, Iowa.
 The National Bank of Owego, New York.
 The National Exchange Bank of Richmond, Virginia.
 The Farmers' National Bank of Richmond, Virginia.
 The National Union Bank of Rochester, New York.
 The Savannah National Bank of Savannah, Georgia.
 The Miners' National Bank of Salt Lake City, Utah.
 The First National Bank of South Worcester, New York.
 The First National Bank of Skaneateles, New York.
 The First National Bank of Saint Louis, Missouri.
 The State National Bank of Saint Joseph, Missouri.
 The Merchants and Mechanics' National Bank of Troy, New York.
 The First National Bank of Vinton, Iowa.
 The Farmers' National Bank of Waukesha, Wisconsin.
 The Saratoga County National Bank of Waterford, New York.
 The First National Bank of Wellsburgh, West Virginia.
 The United National Bank of Winona, Minnesota.
 The National Savings Bank of Wheeling, West Virginia.
 The National Bank of Whitestown, New York.
 The Muskingum National Bank of Zanesville, Ohio.

2.—In the last fiscal year.

The Commercial National Bank of Oshkosh, Wisconsin.
 The Fort Madison National Bank of Iowa.
 The First National Bank of La Salle, Illinois.
 The Fourth National Bank of Syracuse, New York.

All the preceding banks have paid money into the Treasury for the redemption of their circulating notes.

V.—REDEMPTION OF CIRCULATING NOTES OF NATIONAL BANKS FAILED AND IN LIQUIDATION.

Names of Banks.	Redeemed to July 1, 1871.	Redeemed in fiscal year.	Total redemp- tions, less die- counts.
National Mechanics and Farmers' Bank, Albany, New York.....	\$114,527 75	\$99,670 00	\$214,197 75
Appleton National Bank, Appleton, Wis..	17,476 50	17,807 35	35,283 85
First National Bank, Attica, New York...	40,897 50	1,509 00	42,406 50
First National Bank of Nevada, Austin, Nevada.....	56,714 00	45,007 50	101,721 50
First National Bank, Berlin, Wisconsin..	14,147 10	16,428 70	30,575 80
First National Bank, Bethel, Connecticut..	20,339 50	3,000 00	23,339 50
First National Bank, Bluffton, Indiana...	15,433 00	17,013 25	32,446 25

V.—REDEMPTION OF CIRCULATING NOTES, ETC.—Continued.

Names of Banks.	Redeemed to July 1, 1871.	Redeemed in fiscal year.	Total redemp- tions, less dis- counts.
Farmers and Citizens' National Bank, Brooklyn, New York	\$223,753 00	\$15,410 25	\$239,163 25
First National Bank, Carondelet, Mo.	23,348 75	1,000 00	24,348 75
First National Bank, Cedarburgh, Wis.	23,969 50	32,527 50	56,497 00
Central National Bank, Cincinnati, Ohio .....	.....	142,000 00	142,000 00
Commercial National Bank, Cincinnati, Ohio	153,445 50	132,009 50	285,455 00
Ohio National Bank, Cincinnati, Ohio .....	.....	192,000 00	192,000 00
First National Bank, Cuyahoga Falls, O. ....	.....	16,804 75	16,804 75
First National Bank, Clarksville, Va. ....	.....	10,000 00	10,000 00
First National Bank, Columbia, Mo.	9,425 00	1,000 00	10,425 00
First National Bank, Dayton, Ohio	51,676 70	53,011 35	104,688 05
First National Bank, Decatur, Illinois	33,741 15	35,933 15	69,674 30
First National Bank, Des Moines, Iowa .....	.....	64,551 25	64,551 25
Second National Bank, Des Moines, Iowa	15,142 50	16,004 50	31,147 00
National Insurance Bank, Detroit, Mich. ....	.....	58,513 75	58,513 75
National State Bank, Dubuque, Iowa .....	.....	69,518 75	69,518 75
National Bank of Chemung, Elmira, N. Y.	36,083 75	39,009 50	75,093 25
Chemung Canal National Bank, Elmira, New York	17,342 15	50,239 85	67,582 00
First National Bank, Fenton, Michigan .....	.....	35,523 25	35,523 25
Fort Madison National Bank, Fort Madi- son, Iowa .....	.....	7,500 00	7,500 00
First National Bank, Fort Smith, Ark. ....	.....	3,500 00	3,500 00
Venango National Bank, Franklin, Penn.	78,628 50	4,000 00	82,628 50
First National Bank, Frostburgh, Md.	16,804 00	16,018 75	32,822 75
First National Bank, Hallowell, Maine	19,486 00	20,204 75	39,690 75
Fourth National Bank, Indianapolis, Ind. ....	.....	33,500 00	33,500 00
First National Bank, Jackson, Miss.	13,515 00	18,000 00	31,515 00
First National Bank, Keokuk, Iowa	79,139 50	7,009 50	86,149 00
National Bank of Lansingburgh, N. Y.	47,487 65	49,525 20	97,012 85
National Exchange Bank, Lansingburgh, New York	501 90	62,952 40	63,454 30
First National Bank, La Salle, Illinois .....	.....	39,500 00	67,023 75
First National Bank, Lebanon, Ohio	27,523 75	39,621 70	83,076 85
First National Bank, Marion, Ohio	43,455 15	73,800 00	73,800 00
National Bank of Maysville, Kentucky .....	.....	1,500 00	38,306 75
First National Bank, Medina, New York	36,806 75	.....	.....
Tennessee National Bank, Memphis, Tennessee	82,198 75	2,500 00	84,698 75
Merchants' National Bank, Milwaukee, Wisconsin .....	.....	36,500 00	36,500 00
First National Bank, New Orleans, La.	159,510 50	10,000 00	169,510 50
First National Bank, New Ulm, Minn. ....	.....	14,000 00	14,000 00
Croton National Bank, New York, N. Y.	162,517 65	10,214 10	172,731 75
Eighth National Bank, New York, N. Y. ....	.....	126,400 00	126,400 00
Grocers' National Bank, New York, N. Y.	5,208 00	23,063 00	28,271 00
Ocean National Bank, New York, N. Y. ....	.....	451,500 00	451,500 00
Pacific National Bank, New York, N. Y.	54,537 50	44,004 75	98,542 25
Union Square National Bank, New York, New York .....	.....	26,500 00	26,500 00
National Bank of North America, New York, New York	109,299 65	93,740 00	203,039 65
First National Bank, Oskaloosa, Iowa	26,635 05	24,814 80	51,449 85
National Union Bank, Owego, N. Y.	200 00	3,400 00	3,600 00
Commercial National Bank, Oshkosh, Wisconsin .....	.....	10,000 00	10,000 00
Fourth National Bank, Philadelphia, Pennsylvania .....	.....	95,000 00	95,000 00
National Exchange Bank, Richmond, Va. ....	.....	64,500 00	64,500 00

V.—REDEMPTION OF CIRCULATING NOTES, ETC.—Continued.

Names of Banks.	Redeemed to July 1, 1871.	Redeemed in fiscal year.	Total redemptions, less discounts.
Farmers' National Bank, Richmond, Va.		\$31,533 25	\$31,533 25
National Union Bank, Rochester, N. Y.	\$69,513 75	79,004 50	147,518 25
First National Bank, Rockford, Illinois	22,933 00	11,000 00	39,933 00
Savannah National Bank, Savannah, Ga.	32,806 25	35,519 00	68,325 25
Miners' National Bank, Salt Lake, Utah		28,300 00	28,300 00
First National Bank, Selma, Alabama	75,316 75	5,500 00	80,816 75
First National Bank, South Worcester, New York	62,805 75	56,033 00	124,838 75
Fourth National Bank, Syracuse, N. Y.		11,000 00	11,000 00
First National Bank, Skaneateles, N. Y.	52,174 30	51,820 90	103,995 20
First National Bank, St. Louis, Mo.	64,274 50	78,416 55	142,691 05
State National Bank, St. Joseph, Mo.		61,158 20	61,158 20
Merchants and Mechanics' National Bank, Troy, New York	67,674 60	71,947 60	139,622 20
National Unadilla Bank, Unadilla, N. Y.	91,005 25	3,514 25	94,519 50
National Bank of Vicksburg, Miss.	12,708 75	2,500 00	21,208 75
First National Bank, Vinton, Iowa	11,523 75	21,000 00	32,523 75
Merchants' National Bank, Washington, District of Columbia	163,829 25	7,504 75	171,334 00
Farmers' National Bank, Waukesha, Wis.	69,320 25	12,500 00	81,820 25
Waverly National Bank, Waverly, N. Y.		9,300 00	9,300 00
Saratoga County National Bank, Water- ford, New York		88,322 55	88,322 55
First National Bank, Wellsburgh, W. Va.		37,503 00	37,503 00
United National Bank, Winona, Minn.		19,000 00	19,000 00
National Savings Bank, Wheeling, West Virginia		22,000 00	22,000 00
National Bank of Whitestown, N. Y.	16,649 00	17,514 25	34,163 25
Muskingum National Bank, Zanesville, Ohio		22,000 00	22,000 00
Total	2,661,503 80	3,374,153 90	6,035,657 70

NOTE.—The above total is \$2,198.25 less than that given for the same item under the title "Redemptions," the difference being the amount of notes of the First National Bank of Newton, Newtonville, Massachusetts, redeemed and destroyed by the Treasury, but for which it was afterward reimbursed, upon the consolidation of that bank with another.

VI.—DEPOSITS MADE AND BALANCES REMAINING TO CREDIT OF NATIONAL BANKS
FAILED AND IN LIQUIDATION.

Names of Banks.	Deposits to redeem notes.	Balance remaining.
National Mechanics and Farmers' Bank, Albany, New York	\$266,540 00	\$52,342 25
Appleton National Bank, Appleton, Wisconsin	45,000 00	9,716 15
First National Bank, Attica, New York	44,000 00	1,533 50
First National Bank of Nevada, Austin, Nevada	129,700 00	27,975 50
First National Bank, Berlin, Wisconsin	40,077 00	9,501 20
First National Bank, Bethel, Connecticut	26,300 00	2,960 50
First National Bank, Bluffton, Indiana	41,230 00	8,783 75
Farmers and Citizens' National Bank, Brooklyn, New York	253,900 00	14,736 75
First National Bank, Carondelet, Missouri	25,500 00	1,151 25

VI.—DEPOSITS MADE AND BALANCES REMAINING, ETC.—Continued.

Names of Banks.	Deposits to redeem notes.	Balance remaining.
First National Bank, Cedarburgh, Wisconsin	\$72,000 00	\$15,503 00
Central National Bank, Cincinnati, Ohio	265,000 00	123,000 00
Commercial National Bank, Cincinnati, Ohio	345,950 00	60,495 00
Ohio National Bank, Cincinnati, Ohio	300,000 00	108,000 00
First National Bank, Cuyahoga Falls, Ohio	32,400 00	15,595 25
First National Bank, Clarksville, Virginia	27,000 00	17,000 00
First National Bank, Columbia, Missouri	11,990 00	1,565 00
First National Bank, Dayton, Ohio	132,100 00	27,411 95
First National Bank, Decatur, Illinois	85,250 00	15,575 70
First National Bank, Des Moines, Iowa	89,300 00	24,748 75
Second National Bank, Des Moines, Iowa	40,300 00	9,153 00
National Insurance Bank, Detroit, Michigan	75,500 00	16,986 25
National State Bank, Dubuque, Iowa	112,600 00	43,081 25
National Bank of Chemung, Elmira, New York	90,000 00	14,906 75
Chemung Canal National Bank, Elmira, New York	86,500 00	18,918 00
First National Bank, Fenton, Michigan	49,500 00	13,976 75
Fort Madison National Bank, Fort Madison, Indiana	67,500 00	60,000 00
First National Bank, Fort Smith, Arkansas	45,000 00	41,500 00
Venango National Bank, Franklin, Pa	85,000 00	2,371 50
First National Bank, Frostburgh, Maryland	40,750 00	7,927 25
First National Bank, Hallowell, Maine	50,850 00	11,159 25
Fourth National Bank, Indianapolis, Indiana	75,100 00	41,600 00
First National Bank, Jackson, Mississippi	40,500 00	8,945 00
First National Bank, Keokuk, Iowa	90,000 00	3,851 00
National Bank of Lansingburgh, New York	123,000 00	25,987 15
National Exchange Bank, Lansingburgh, New York	85,692 00	22,237 70
First National Bank, La Salle, Illinois	33,200 00	33,200 00
First National Bank, Lebanon, Ohio	85,000 00	17,976 25
First National Bank, Marion, Ohio	105,833 00	22,756 15
National Bank, Maysville, Kentucky	270,000 00	196,200 00
First National Bank, Medina, New York	40,000 00	1,693 25
Tennessee National Bank, Memphis, Tennessee	90,000 00	5,301 25
Merchants' National Bank, Milwaukee, Wisconsin	90,000 00	53,500 00
First National Bank, New Orleans, Louisiana	180,000 00	10,489 50
First National Bank, New Ulm, Minnesota	30,000 00	16,000 00
Croton National Bank, New York, New York	180,000 00	7,268 25
Eighth National Bank, New York, New York	243,393 00	116,993 00
Grocers' National Bank, New York, New York	39,440 00	11,169 00
Ocean National Bank, New York, New York	800,000 00	348,500 00
Pacific National Bank, New York, New York	130,275 00	31,732 75
Union Square National Bank, New York, New York	50,000 00	23,500 00
National Bank of North America, New York, New York	267,200 00	64,160 35
First National Bank, Oakaloosa, Iowa	63,745 00	12,295 15
National Union Bank, Owego, New York	82,850 00	79,250 00
Commercial National Bank, Oshkosh, Wisconsin	90,000 00	80,000 00
Fourth National Bank, Philadelphia, Pennsylvania	179,000 00	84,000 00
National Exchange Bank, Richmond, Virginia	72,120 00	7,620 00
Farmers' National Bank, Richmond, Virginia	76,500 00	44,966 75
National Union Bank, Rochester, New York	189,950 00	41,431 75
First National Bank, Rockford, Illinois	45,000 00	5,017 00
Savannah National Bank, Savannah, Georgia	85,000 00	16,674 75
Miners' National Bank, Salt Lake, Utah	90,000 00	61,700 00
First National Bank, Selma, Alabama	85,000 00	4,183 25
First National Bank, South Worcester, New York	152,900 00	28,061 25
Fourth National Bank, Syracuse, New York	91,700 00	80,700 00
First National Bank, Skaneateles, New York	128,415 00	24,419 80
First National Bank, St. Louis, Missouri	179,990 00	37,298 95
State National Bank, St. Joseph, Missouri	86,187 00	25,028 80
Merchants and Mechanics' National Bank, Troy, N. Y.	170,850 00	31,227 80
National Unadilla Bank, Unadilla, New York	100,000 00	5,480 50
National Bank of Vicksburgh, Mississippi	25,500 00	4,291 25
First National Bank, Vinton, Iowa	41,615 00	9,091 25
Merchants' National Bank, Washington, D. C.	180,000 00	8,666 00

VI.—DEPOSITS MADE AND BALANCES REMAINING, ETC.—Continued.

Names of Banks.	Deposits to redeem notes.	Balance remaining.
Farmers' National Bank, Waukesha, Wisconsin.....	\$90,000 00	\$2,179 75
Waverly National Bank, Waverly, New York.....	71,000 00	61,700 00
Saratoga County National Bank, Waterford, New York.....	127,000 00	32,677 45
First National Bank, Wellsburgh, West Virginia.....	89,500 00	51,997 00
United National Bank, Winona, Minnesota.....	44,125 00	25,125 00
National Savings Bank, Wheeling, West Virginia.....	67,700 00	39,700 00
National Bank of Whitestown, New York.....	44,500 00	10,336 75
Muskingum National Bank, Zanesville, Ohio.....	86,200 00	58,200 00
Total.....	8,861,717 00	2,826,059 30

VII.—SECURITIES HELD IN TRUST FOR NATIONAL BANKS.

1.—To assure the redemption of circulating notes, June 30, 1872.

Registered United States bonds, 6 per cent. coin.....	\$158,649,450
Registered United States bonds, 5 per cent. coin.....	207,189,200
Registered United States bonds, 6 per cent. currency.....	14,602,000
Amount June 30, 1872.....	380,440,750
Amount received in last fiscal year.....	\$87,032,300
Amount withdrawn in last fiscal year.....	66,477,150
Increase in the last fiscal year.....	20,555,150
Amount held June 30, 1871.....	359,885,550
Total.....	380,440,750

2.—To assure Public deposits with National Bank Depositories, June 30, 1872.

Registered United States bonds, 6 per cent. coin.....	\$6,554,400
Registered United States bonds, 5 per cent. coin.....	6,377,700
Registered United States bonds, 6 per cent. currency.....	784,000
Coupon United States bonds, 6 per cent. coin.....	684,000
Coupon United States bonds, 5 per cent. coin.....	1,025,500
Personal bonds.....	330,000
.....	15,759,000
Amount withdrawn in last fiscal year.....	\$2,783,700
Amount received in last fiscal year.....	2,676,000
Decrease within fiscal year.....	107,500
Total June 30, 1872.....	15,759,000
Amount held June 30, 1871.....	15,866,500

3.—Recapitulation.

To assure the redemption of circulating notes of National Banks.....	\$380,440,750
To assure Public deposits with National Banks.....	15,759,000
To assure subscriptions to the Funded Loan of 1881.....	3,875,500
Total securities of National Banks at par.....	400,075,250

4.—*Depositaries.*

On the 30th June, 1871, the number of Banks, Depositaries of the United States, was.....	159
Number designated and reinstated in last fiscal year.....	11
Number discontinued in last fiscal year.....	7
	4
Number of Depositaries June 30, 1872	163

5.—*Statement by Loans of United States bonds held in trust for National Banks.*

Bonds.	Rate of interest.	When redeemable.	Amount.
REGISTERED.			
Title.			
Loan of June, 1858.....	5 per cent. Coin....	January 1, 1874....	\$640,000
Loan of February, 1861, (1861s).....	6 per cent. Coin....	December 31, 1880..	4,148,000
Loan of July and August, 1861, (1881s).....	6 per cent. Coin....	June 30, 1881.....	59,536,500
5-20s of 1862.....	6 per cent. Coin....	April 30, 1867.....	8,879,800
Loan of 1863, (1881s).....	6 per cent. Coin....	June 30, 1881.....	32,193,350
10-40s of 1864.....	5 per cent. Coin....	February 28, 1874..	105,505,150
5-20s of March, 1864.....	6 per cent. Coin....	October 31, 1869..	2,104,000
5-20s of 1865.....	6 per cent. Coin....	October 31, 1869..	12,515,900
Consols of 1865.....	6 per cent. Coin....	July 1, 1870.....	8,810,450
Consols of 1-67.....	6 per cent. Coin....	July 1, 1872.....	16,756,900
Consols of 1868.....	6 per cent. Coin....	July 1, 1873.....	3,695,000
Funded loan of 1881.....	5 per cent. Coin....	May 1, 1881.....	107,421,800
Pacific Railway July 1, 1862, and July 2, 1864.....	6 per cent. Currency.	January, 1895-98..	15,386,000
5-20s of 1864.....	6 per cent. Coin....	October 31, 1869..	16,564,350
COUPON.			
Title.			
Oregon War Debt.....	6 per cent. Coin....	July 1, 1881.....	16,000
Loan of July and August, 1861.....	6 per cent. Coin....	June 30, 1881.....	50,000
5-20s of 1862.....	6 per cent. Coin....	April 30, 1867.....	109,500
Loan of 1863, (1881s).....	6 per cent. Coin....	June 30, 1881.....	211,000
10-40s of 1864.....	5 per cent. Coin....	February 28, 1874..	1,028,500
5-20s of June, 1864.....	6 per cent. Coin....	October 31, 1869..	80,000
5-20s of 1865.....	6 per cent. Coin....	October 31, 1870..	60,000
Consols of 1865.....	6 per cent. Coin....	July 1, 1870.....	109,500
Consols of 1867.....	6 per cent. Coin....	July 1, 1872.....	48,000
Personal bonds held for public deposits.....			330,000
Total securities.....			396,199,700

6.—*Special deposits of bonds by National Banks designated by the Department as Coin Depositaries for subscriptions to the "Funded Loan of 1881."*

From August 18, 1871, to June 30, 1872, sixty-three National Banks made deposits of United States bonds with the Department as security for subscriptions to said loan, which were placed in custody of this office, namely:

Number of deposits made.....	301
Number of withdrawals made.....	641
Largest aggregate amount, November 28, 1871.....	\$57,267,400

On the 30th June last these deposits stood at \$3,878,300, which last-named amount has since been withdrawn.

7.—Receipts and withdrawals of United States bonds held for circulation, in fiscal year.

Loan.	Received.	Withdrawn.
Amount held for circulation July 1, 1871.....	\$359,985,550	.....
Loan of February, 1861.....	413,000	\$188,000
Loan of July and August, 1861, (1881s).....	1,999,500	5,392,500
5-20s of 1862.....	122,500	27,560,500
Loan of 1863, (1881s).....	1,177,500	2,953,200
10-40s of 1864.....	7,294,300	6,523,500
5-20s of 1864.....	352,500	9,064,500
5-20s of 1865.....	271,100	6,757,100
Consols of 1865.....	1,645,200	2,981,500
Consols of 1867.....	4,306,250	2,517,500
Consols of 1868.....	1,218,000	219,000
5-20s of March 1864.....	1,000	156,500
Pacific Railway.....	105,000	1,069,000
Funded Loan of 1881.....	68,126,400	1,072,500
10-40s of 1864 coupon.....	.....	2,000
Amount on hand June 30, 1872.....	.....	380,440,700
Total.....	446,917,850	446,917,500

8.—Receipts and withdrawals of United States bonds held for Public deposits, in fiscal year.

Loan.	Received.	Withdrawn.
Amount bonds on hand July 1, 1871.....	\$15,866,500	.....
Oregon War Debt.....	.....	\$25,000
Loan of February, 1861, (1881s).....	10,000	12,000
Loan of July and August 1861, (1881s).....	202,000	183,500
5-20s of 1862.....	.....	365,300
Loan of 1863 (1881s).....	92,000	170,000
10-40s of 1864.....	380,000	240,500
5-20s of June, 1864.....	100,000	229,000
5 20s of 1865.....	8,000	655,200
Consols of 1865.....	105,000	314,000
Consols of 1867.....	185,000	344,000
Consols of 1868.....	1,000	.....
Pacific Railway.....	.....	125,000
Funded Loan of 1881.....	1,593,000	120,000
Amount held June 30, 1872.....	.....	15,759,000
Total.....	18,542,500	18,542,500

9.—Coupon Interest.

Payment of coin interest on coupon bonds held in trust was made by the issue of 203 coin checks, amounting to \$292,731.69.

10.—Examination of securities.

The number of banks that have made an examination of their securities held here in trust, in compliance with the 25th section of the National Currency act, during the last fiscal year, is 1,091.

VIII.—SEMI-ANNUAL DUTY.

1.—*Semi-annual Duty paid by National Banks during the year preceding January 1, 1872, under section 41 of the National Currency act.*

For the term of six months preceding July 1, 1871 :

On circulation.....	\$1,517,355 28	
On deposits.....	1,478,752 31	
On capital.....	193,659 02	
		\$3,189,766 61

For the term of six months preceding January 1, 1872:

On circulation.....	1,575,442 28	
On deposits.....	1,549,015 27	
On capital.....	191,588 05	
		3,316,045 60

Total duty for the calendar year.....	6,505,812 21
---------------------------------------	--------------

2.—*Comparison of duties for 1870 and 1871.*

Amount received in the year preceding January 1, 1872.....	\$6,505,812 21
Amount received in year preceding January 1, 1871.....	6,017,460 34
Increase of duty in last calendar year.....	488,351 87

D.—UNITED STATES PAPER CURRENCY.

I.—ISSUED, REDEEMED, AND OUTSTANDING TO JULY 1, 1872.

Old Demand Notes.

Denominations.	Issued.	Redeemed.	Outstanding.
Five Dollars.....	\$21,800,000 00	\$21,776,285 50	\$33,714 50
Ten Dollars.....	20,030,000 00	19,998,783 75	31,216 25
Twenty Dollars.....	18,200,000 00	18,176,634 50	23,365 50
Totals.....	60,030,000 00	59,941,703 75	88,296 25
Deduct discounts for mutilations.....			2,128 75
Total amount actually outstanding.....			86,167 50

Legal-Tender Notes, new issue.

Denominations.	Issued.	Redeemed.	Outstanding.
One Dollar.....	\$28,351,348 00	\$25,318,766 55	\$3,032,581 45
Two Dollars.....	34,071,128 00	30,058,475 95	4,012,652 05
Five Dollars.....	101,000,000 00	75,420,761 75	25,579,238 25
Ten Dollars.....	118,010,000 00	81,432,772 25	36,577,227 75
Twenty Dollars.....	102,920,000 00	68,445,237 00	34,474,763 00
Fifty Dollars.....	30,055,200 00	26,005,684 50	4,049,515 50
One Hundred Dollars.....	40,000,000 00	33,508,235 00	6,491,765 00
Five Hundred Dollars.....	58,986,000 00	54,785,475 00	4,200,525 00
One Thousand Dollars.....	155,928,000 00	151,074,700 00	4,853,300 00
Totals.....	669,321,676 00	546,050,108 00	123,271,568 00
Deduct discounts for mutilations.....			98,410 50
Total amount actually outstanding.....			123,173,157 50

Legal-Tender Notes, series of 1869.

Denominations.	Issued.	Redeemed.	Outstanding.
One Dollar	\$31,984,000 00	\$3,915,478 75	\$27,068,521 25
Two Dollars	39,240,000 00	4,937,187 50	34,302,812 50
Five Dollars	36,700,000 00	216,215 75	36,483,784 25
Ten Dollars	72,480,000 00	837,387 00	71,642,613 00
Twenty Dollars	53,520,000 00	248,386 50	53,271,613 50
Fifty Dollars	30,200,000 00	232,172 50	29,967,827 50
One Hundred Dollars	28,720,000 00	163,595 00	28,556,405 00
Five Hundred Dollars	34,800,000 00	1,032,500 00	33,767,500 00
One Thousand Dollars	54,800,000 00	222,000 00	54,578,000 00
Totals	382,444,000 00	11,869,923 00	370,574,077 00
Deduct for new notes not put in circulation			136,345,645 00
Deduct discounts for mutilations			234,223,432 00 2,529 00
Total amount actually outstanding			234,225,903 00

Legal-Tender Notes, new issue, and series of 1869.

Denominations.	Issued.	Redeemed.	Outstanding.
One Dollar	\$60,335,348 00	\$29,234,245 30	\$31,101,102 70
Two Dollars	73,311,128 00	34,995,663 45	38,315,464 55
Five Dollars	137,700,000 00	75,636,977 50	62,063,022 50
Ten Dollars	190,490,000 00	82,270,159 25	108,219,840 75
Twenty Dollars	156,440,000 00	68,693,623 50	87,746,376 50
Fifty Dollars	60,255,200 00	26,237,857 00	34,017,343 00
One Hundred Dollars	68,720,000 00	33,676,830 00	35,043,170 00
Five Hundred Dollars	93,726,000 00	55,817,975 00	37,908,025 00
One Thousand Dollars	210,728,000 00	151,356,700 00	59,371,300 00
Totals	1,051,765,676 00	557,920,031 00	493,845,645 00
Deduct for new notes not yet put in circulation			136,345,645 00
Deduct discounts for mutilations			357,500,000 00 100,939 50
Total amount actually outstanding			357,399,060 50
"New Issue," less discount, outstanding			\$123,173,157 50
"Series of 1869," less discount, outstanding			234,225,903 00
Total as above			357,399,060 50

One-Year Notes of 1863.

Denominations.	Issued.	Redeemed.	Outstanding.
Ten Dollars	\$6,200,000 00	\$6,179,589 00	\$20,411 00
Twenty Dollars	16,440,000 00	16,387,434 00	52,566 00
Fifty Dollars	8,240,000 00	8,221,745 00	18,255 00
One Hundred Dollars	13,640,000 00	13,621,175 00	18,825 00
Totals	44,520,000 00	44,409,943 00	110,057 00
Deduct for unknown denominations destroyed			90 00
Deduct discounts for mutilations			109,967 00 237 00
Total amount actually outstanding			109,730 00

Two-Year Notes of 1863.

Denominations.	Issued.	Redeemed.	Outstanding.
Fifty Dollars.....	\$6,800,000 00	\$6,779,487 50	\$20,512 50
One Hundred Dollars.....	9,680,000 00	9,664,110 00	15,890 00
Totals	16,480,000 00	16,443,597 50	36,402 50
Deduct discounts for mutilations.....			152 50
Total amount actually outstanding.....			36,250 00

Two-Year Coupon Notes of 1863.

Denominations.	Issued.	Redeemed.	Outstanding.
Fifty Dollars.....	\$5,905,600 00	\$5,900,347 50	\$5,252 50
One Hundred Dollars.....	14,484,400 00	14,473,800 00	10,600 00
Five Hundred Dollars.....	40,302,000 00	40,298,500 00	3,500 00
One Thousand Dollars	89,304,000 00	89,285,000 00	23,000 00
Totals	150,000,000 00	149,957,647 50	42,352 50
Deduct for unknown denominations destroyed.....			10,500 00
			31,852 50
Deduct discounts for mutilations.....			2 50
Total amount actually outstanding.....			31,850 00

Compound-Interest Notes.

Denominations.	Issued.	Redeemed.	Outstanding.
Ten Dollars	\$23,285,200 00	\$23,179,923 00	\$105,277 00
Twenty Dollars	30,125,840 00	29,973,917 00	151,923 00
Fifty Dollars.....	60,824,000 00	60,614,820 00	209,180 00
One Hundred Dollars	45,094,400 00	44,982,270 00	112,130 00
Five Hundred Dollars	67,846,000 00	67,812,500 00	33,500 00
One Thousand Dollars.....	39,420,000 00	39,409,000 00	11,000 00
Totals.....	266,595,440 00	265,972,430 00	623,010 00
Deduct discounts for mutilations.....			480 00
Total amount actually outstanding.....			622,530 00
Outstanding June 30, 1871			\$813,800 00
Redeemed within the fiscal year.....			191,270 00
Outstanding as above.....			622,530 00

Fractional Currency, First Issue.

Denominations.	Issued.	Redeemed.	Outstanding.
Five Cents.....	\$2,242,889 00	\$1,203,025 25	\$1,039,863 75
Ten Cents.....	4,115,378 00	2,845,401 12	1,269,976 88
Twenty-Five Cents.....	5,225,696 00	4,159,786 34	1,065,909 66
Fifty Cents.....	8,631,672 00	7,616,123 16	1,015,548 84
Totals.....	20,215,635 00	15,824,335 91	4,391,299 09
Deduct discounts for mutilations.....			13,925 04
Total amount actually outstanding.....			4,377,374 05

Fractional Currency, Second Issue.

Denominations.	Issued.	Redeemed.	Outstanding.
Five Cents.....	\$2,794,826 10	\$2,064,336 51	\$710,489 59
Ten Cents.....	6,176,084 30	5,238,585 19	937,499 11
Twenty-Five Cents.....	7,648,341 25	6,884,524 42	763,816 83
Fifty Cents.....	6,545,232 00	5,766,754 02	778,477 98
Totals.....	23,164,483 65	19,974,200 14	3,190,283 51
Deduct discounts for mutilations.....			9,470 47
Total amount actually outstanding.....			3,180,813 04

Fractional Currency, Third Issue.

Denominations.	Issued.	Redeemed.	Outstanding.
Three Cents.....	\$601,923 90	\$507,375 29	\$94,548 61
Five Cents.....	657,002 75	519,419 69	137,583 06
Ten Cents.....	16,976,134 50	15,686,366 68	1,289,767 82
Fifteen Cents.....	*1,352 40	2 70	1,349 70
Twenty-Five Cents.....	31,143,188 75	29,918,248 48	1,224,940 27
Fifty Cents.....	36,735,426 50	35,443,680 70	1,291,745 80
Totals.....	86,115,023 80	82,075,073 54	4,039,950 26
Deduct discounts for mutilations.....			95,257 98
Total amount actually outstanding.....			3,944,692 28

* Specimens.

Fractional Currency, Fourth Issue, First Series.

Denominations.	Issued.	Redeemed.	Outstanding.
Ten Cents	\$21,520,600 00	\$14,844,407 42	\$6,676,192 58
Fifteen Cents	4,201,416 00	2,594,616 26	1,606,799 74
Twenty-Five Cents	31,748,500 00	22,403,087 46	9,345,412 54
Fifty Cents	9,576,000 00	8,724,494 25	851,505 75
Totals	67,046,516 00	48,566,605 39	18,479,910 61
Deduct discounts for mutilations			4,532 86
Total amount actually outstanding			18,475,377 75

Fractional Currency, Fourth Issue, Second Series.

Denominations.	Issued.	Redeemed.	Outstanding.
Fifty Cents	\$27,084,000 00	\$16,329,613 20	\$10,754,386 80
Deduct discounts for mutilations			477 80
Total amount actually outstanding			10,753,909 00
Fourth issue, First series, outstanding, less discount			\$18,475,377 75
Fourth issue, Second series, outstanding, less discount			10,753,909 00
Total Fourth issue outstanding, less discount			29,229,286 75

Fractional Currency—Résumé.

Denominations.	Issued.	Redeemed.	Outstanding.
Three Cents	\$601,923 90	\$507,375 29	\$94,548 61
Five Cents	5,694,717 85	3,806,781 45	1,887,936 40
Ten Cents	48,788,196 80	38,614,760 41	10,173,436 39
Fifteen Cents	4,202,768 40	2,594,618 96	1,608,149 44
Twenty-Five Cents	75,756,726 00	63,365,646 74	12,400,079 26
Fifty Cents	88,572,330 50	73,880,645 33	14,691,685 17
Totals	223,625,663 45	182,769,828 18	40,855,835 27
Deduct discounts for mutilations			123,664 51
Total amount actually outstanding			40,732,170 76
Of the above-stated amount there was held in the Office at the close of business, June 30, 1872			2,919,050 00
Leaving the actual circulation at			37,813,120 76

II.—LEGAL-TENDER NOTES ISSUED DURING FISCAL YEAR.

One-Dollar notes	\$6,284,000
Two-Dollar notes	8,216,000
Five-Dollar notes	4,560,000
Ten-Dollar notes	5,160,000

Twenty-Dollar notes.....	\$3,080,000
Fifty-Dollar notes.....	.....
One-Hundred-Dollar notes.....	.....
Five-Hundred-Dollar notes.....	.....
One-Thousand-Dollar notes.....	.....
Total	27,300,000

III.—NEW LEGAL-TENDER NOTES ON HAND NOT YET PUT IN CIRCULATION.

One Dollar.....	\$6,353,145
Two Dollars.....	10,944,000
Five Dollars.....	15,297,500
Ten Dollars.....	32,450,000
Twenty Dollars.....	20,124,000
Fifty Dollars.....	9,065,000
One Hundred Dollars.....	9,402,000
Five Hundred Dollars.....	10,242,000
One Thousand Dollars.....	22,468,000
Total	136,345,645

IV.—FRACTIONAL CURRENCY ISSUED DURING FISCAL YEAR.

Ten Cents.....	\$2,507,600
Fifteen Cents.....	1,288,000
Twenty-Five Cents.....	11,960,500
Fifty Cents.....	10,060,000
Total	31,816,900

V.—SPECIMEN FRACTIONAL CURRENCY.

There has been received from the sale of the various kinds of fractional currency, with faces and backs printed on separate pieces of paper, and mostly pasted on cards, as follows:

Up to and including June 30, 1871.....	\$15,061.75
During fiscal year ended June 30, 1872.....	113.75
Total amount sold	15,175.50

VI.—CURRENCY OUTSTANDING AT THE CLOSE OF EACH FISCAL YEAR FOR THE LAST ELEVEN YEARS.

June 30, 1862:	
Old Demand Notes.....	\$51,105,235.00
Legal-Tender Notes, new issue.....	96,620,000.00
Total	147,725,235.00
June 30, 1863:	
Old Demand Notes.....	\$3,384,000.00
Legal-Tender Notes, new issue.....	387,646,500.00
Fractional Currency, first issue.....	20,192,456.00
Total	411,223,045.00
June 30, 1864:	
Old Demand Notes.....	\$789,037.00
Legal-Tender Notes, new issue.....	447,300,203.00
Compound-Interest Notes.....	6,060,000.00
One-Year Notes of 1863.....	44,520,000.00
Two-Year Notes of 1863.....	16,480,000.00
Two-Year Coupon Notes of 1863.....	111,620,550.00
Fractional Currency, first issue.....	14,819,136.00
Fractional Currency, second issue.....	7,505,127.00
Total	649,094,073.00

June 30, 1865 :

Old Demand Notes	\$472, 603 50
Legal-Tender Notes, new issue	431, 066, 427 99
Compound-Interest Notes	191, 721, 470 00
One-Year Notes of 1863	8, 467, 570 00
Two-Year Notes of 1863	7, 715, 950 00
Two-Year Coupon Notes of 1863	34, 441, 650 00
Fractional Currency, first issue	9, 915, 408 66
Fractional Currency, second issue	12, 798, 130 60
Fractional Currency, third issue	2, 319, 589 50
Total	698, 918, 800 25

June 30, 1866 :

Old Demand Notes	\$272, 162 75
Legal-Tender Notes, new issue	400, 780, 305 85
Compound-Interest Notes	172, 369, 941 00
One-Year Notes of 1863	2, 151, 465 50
Two-Year Notes of 1863	5, 209, 522 50
Two-Year Coupon Notes of 1863	1, 078, 552 50
Fractional Currency, first issue	7, 030, 700 78
Fractional Currency, second issue	7, 937, 024 57
Fractional Currency, third issue	12, 041, 150 01
Total	608, 870, 825 46

June 30, 1867 :

Old Demand Notes	\$208, 432 50
Legal-Tender Notes, new issue	371, 783, 597 00
Compound Interest Notes	134, 774, 981 00
One-Year Notes of 1863	794, 687 00
Two Year Notes of 1863	396, 950 00
Two-Year Coupon Notes of 1863	134, 252 50
Fractional Currency, first issue	5, 497, 534 93
Fractional Currency, second issue	4, 975, 827 08
Fractional Currency, third issue	18, 001, 261 01
Total	536, 567, 523 02

June 30, 1868 :

Old Demand Notes	\$143, 912 00
Legal-Tender Notes, new issue	356, 000, 000 00
Compound-Interest Notes	54, 608, 230 00
One-Year Notes of 1863	458, 557 00
Two-Year Notes of 1863	188, 402 50
Two-Year Coupon Notes of 1863	69, 252 50
Fractional Currency, first issue	4, 881, 091 27
Fractional Currency, second issue	3, 924, 075 22
Fractional Currency, third issue	23, 922, 741 98
Total	444, 196, 262 47

June 30, 1869 :

Old Demand Notes	\$123, 739 25
Legal-Tender Notes, new issue	356, 000, 000 00
Compound-Interest Notes	3, 063, 410 00
One-Year Notes of 1863	220, 517 00
Two-Year Notes of 1863	84, 752 50
Two-Year Coupon Notes of 1863	42, 502 50
Fractional Currency, first issue	4, 605, 708 52
Fractional Currency, second issue	3, 528, 163 65
Fractional Currency, third issue	23, 980, 765 19
Total	391, 649, 558 61

June 30, 1870 :

Old Demand Notes	\$106, 256 00
Legal-Tender Notes, new issue	289, 145, 032 00
United States Notes, series of 1869	66, 854, 968 00

Compound-Interest Notes	\$2, 191, 670 00
One-Year Notes of 1863	160, 347 00
Two-Year Notes of 1863	56, 402 50
Two-Year Coupon Notes of 1863	37, 202 50
Fractional Currency, first issue	4, 476, 995 87
Fractional Currency, second issue	3, 273, 191 03
Fractional Currency, third issue	10, 666, 556 52
Fractional Currency, fourth issue	21, 461, 941 06
Total	<u>398, 430, 562 42</u>

June 30, 1871:

Old Demand Notes	\$96, 505 50
Legal-Tender Notes, new issue	181, 806, 518 00
United States Notes, series of 1869	174, 193, 422 00
Compound-Interest Notes	814, 220 00
One-Year Notes of 1863	129, 037 00
Two-Year Notes of 1863	44, 502 50
Two-Year Coupon Notes of 1863	33, 452 50
Fractional Currency, first issue	4, 414, 025 04
Fractional Currency, second issue	3, 218, 156 37
Fractional Currency, third issue	5, 617, 535 75
Fractional Currency, fourth issue	27, 333, 157 40
Total	<u>397, 699, 652 06</u>

June 30, 1872:

Old Demand Notes	\$88, 296 25
Legal-Tender Notes, new issue	123, 271, 568 00
United States Notes, series of 1869	234, 228, 432 00
Compound-Interest Notes	623, 010 00
One-Year Notes of 1863	109, 967 00
Two-Year Notes of 1863	36, 402 50
Two-Year Coupon-Notes of 1863	31, 852 50
Fractional Currency, first issue	4, 391, 299 09
Fractional Currency, second issue	3, 190, 223 51
Fractional Currency, third issue	4, 039, 955 26
Fractional Currency, fourth issue	29, 234, 297 41
Total	<u>399, 245, 363 52</u>

VII.—COMPARATIVE STATEMENT OF TOTAL OUTSTANDING FOR THE LAST ELEVEN YEARS.

Outstanding June 30, 1862	\$147, 725, 235 00
Outstanding June 30, 1863	411, 223, 045 00
Outstanding June 30, 1864	649, 094, 073 70
Outstanding June 30, 1865	698, 918, 200 25
Outstanding June 30, 1866	608, 870, 825 46
Outstanding June 30, 1867	536, 567, 523 02
Outstanding June 30, 1868	444, 196, 262 47
Outstanding June 30, 1869	391, 649, 558 61
Outstanding June 30, 1870	398, 430, 562 42
Outstanding June 30, 1871	397, 699, 652 06
Outstanding June 30, 1872	399, 245, 363 52

E.—REDEMPTIONS.

I.—REDEMPTION AND DESTRUCTION OF MONEYS AND SECURITIES DURING FISCAL YEAR.

Old Demand Notes	\$3, 209 25
Legal-Tender Notes, new issue	\$58, 534, 950 00
Legal-Tender Notes, new issue (burned at Chicago)	135, 000 00
Legal-Tender Notes, series of 1869	9, 564, 854 00
Legal-Tender Notes, series of '69 (burned at Chicago)	865, 000 00
One-Year Notes of 1863	18, 070 00
Two-Year Notes of 1863	8, 100 00
Two-Year Coupon Notes of 1863	1, 600 00
Compound Interest Notes	191, 270 00
Fractional Currency, first issue	22, 735 95
Fractional Currency, second issue	27, 872 86
Fractional Currency, third issue	1, 577, 580 49

Fractional Currency, fourth issue, first series.....	\$19,886,751 04
Fractional Currency, fourth issue, second series.....	10,029,008 95
Fractional Currency, (burned at Chicago).....	32,000 00
Coin Certificates, old issue.....	957,000 00
Coin Certificates, series of 1870.....	50,947,500 00
Coin Certificates, series of 1871.....	274,500 00
Coin Certificates, (burned at Chicago).....	2,200 00
Discounts on above.....	22,165 48

Total amount destroyed as money.....	153,106,358 02
National Bank Notes, (including discounts).....	3,374,234 00

Total.....	156,480,592 02
Statistical matter destroyed.....	222,879,983 49
Balance on hand July 1, 1872.....	1,158,834 86

Total amount for fiscal year.....	380,519,410 37
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Cash Account, Dr.

Balance from last year.....	\$915,133 74
Amount received.....	153,327,893 66

Total.....	154,243,027 40
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Contra, Cr.

Amount destroyed during the year.....	\$153,084,192 54
Balance on hand July 1, 1872.....	1,158,834 86

Total.....	154,243,027 40
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Amount brought down.....	\$153,106,358 02
National Bank Notes, (broken and in liquidation).....	3,374,234 00
Balance on hand July 1, 1872.....	1,158,834 86
Statistical matter destroyed.....	222,879,983 49

Total amount for fiscal year.....	380,519,410 37
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Destroyed as money during the year.....	\$153,106,358 02
As per last Report.....	1,655,208,117 67

Total amount destroyed as money.....	\$1,808,314,475 69
Destroyed statistically during year.....	222,879,983 49
As per last Report.....	2,738,256,945 24
	2,961,136,928 73

Total.....	4,769,451,404 42
Certificate of indebtedness.....	592,903,350 26

National Bank Notes destroyed during year.....	\$3,374,234 00
As per last Report.....	2,663,995 00
	6,038,229 00

Total amount destroyed to July 1, 1872.....	5,368,394,983 68
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Total of all destroyed during the year.....	\$379,360,575 51
Total of all destroyed before.....	4,989,034,408 17
	\$5,368,394,983 68

II.—DISCOUNTS ON MUTILATED CURRENCY.

1.—Discounts for missing parts of mutilated currency destroyed to July 1, 1872.

On Old Demand Notes.....	\$2,128 75
On Legal-Tender Notes, new issue.....	93,410 50
On Legal-Tender Notes, series of 1869.....	2,529 00
On One-Year Notes of 1863.....	237 00
On Two-Year Notes of 1863.....	152 50
On Two-Year Coupon Notes of 1863.....	2 50
On Compound-Interest Notes.....	480 00
On Fractional Currency, first issue.....	13,925 04
On Fractional Currency, second issue.....	9,470 86
On Fractional Currency, third issue.....	95,257 95

On Fractional Currency, fourth issue, first series	\$4,532 86
On Fractional Currency, fourth issue, second series	477 80
	<hr/>
On moneys redeemed but not destroyed	227,604 76
	127 57
	<hr/>
Total discounts from the beginning	227,732 33
	<hr/>

2.—Discounts by years.

These discounts were made for the amounts and in the years as follows:

In the year 1863	\$615 27
In the year 1864	11,333 93
In the year 1865	13,104 09
In the year 1866	17,613 56
In the year 1867	24,767 63
In the year 1868	31,671 74
In the year 1869	38,543 56
In the year 1870	44,622 43
In the year 1871	32,985 52
In the year 1872	12,200 94
	<hr/>
	227,732 33
	<hr/>

3.—Discount Account.

On moneys destroyed to July 1, 1872	\$227,604 76
On moneys destroyed to July 1, 1871	205,439 29
	<hr/>
Discounts for last fiscal year	92,165 42
Discount on moneys on hand July 1, 1871	\$10,092 11
Discount on moneys on hand July 1, 1872	127 57
	<hr/>
	9,964 54
	<hr/>
Total discounts for fiscal year	12,200 94
	<hr/>
Amount discounted before July 1, 1871	\$215,531 39
Amount discounted for last fiscal year	12,200 94
	<hr/>
Total amount of discounts to July 1, 1872, as above	227,732 33
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III.—DESTRUCTION OF PAPER MONEY.

1.—Number of notes destroyed.

There have been destroyed, since the commencement of the rebellion, paper representing moneys, as follows:

Old Demand Notes:	
Five Dollars	4,353,353
Ten Dollars	1,989,922
Twenty Dollars	508,882
	<hr/>
Total number of notes destroyed	7,992,157
	<hr/>
Legal-Tender Notes, new issue:	
One Dollar	25,348,743
Two Dollars	15,039,741
Five Dollars	15,087,977
Ten Dollars	8,144,545
Twenty Dollars	3,422,748
Fifty Dollars	580,152
One Hundred Dollars	335,106
Five Hundred Dollars	109,572
One Thousand Dollars	151,075
	<hr/>
Total number of notes destroyed	68,159,629
	<hr/>

Legal-Tender Notes, series of 1869 :

One Dollar.....	3, 916, 470
Two Dollars.....	2, 469, 116
Five Dollars.....	43, 256
Ten Dollars.....	83, 761
Twenty Dollars.....	12, 423
Fifty Dollars.....	4, 644
One Hundred Dollars.....	1, 687
Five Hundred Dollars.....	2, 065
One Thousand Dollars.....	282

Total number of notes destroyed..... 6, 533, 704

One-Year Notes of 1863 :

Ten Dollars.....	617, 962
Twenty Dollars.....	819, 378
Fifty Dollars.....	164, 436
One Hundred Dollars.....	136, 212

Total number of notes destroyed..... 1, 737, 988

Two-Year Notes of 1863 :

Fifty Dollars.....	135, 591
One Hundred Dollars.....	96, 642

Total number of notes destroyed..... 232, 233

Two-Year Coupon Notes of 1863 :

Fifty Dollars.....	118, 007
One Hundred Dollars.....	144, 734
Five Hundred Dollars.....	80, 597
One Thousand Dollars.....	89, 285

Total number of notes destroyed..... 432, 627

Compound-Interest Notes :

Ten Dollars.....	2, 318, 006
Twenty Dollars.....	1, 498, 702½
Fifty Dollars.....	1, 212, 300
One Hundred Dollars.....	449, 823
Five Hundred Dollars.....	135, 625
One Thousand Dollars.....	39, 409

Total number of notes destroyed..... 5, 653, 865½

Fractional Currency, First Issue :

Five Cents.....	24, 091, 063
Ten Cents.....	28, 476, 213
Twenty-Five Cents.....	16, 662, 758
Fifty Cents.....	15, 240, 794

Total number of notes destroyed..... 84, 470, 828

Fractional Currency, Second Issue :

Five Cents.....	41, 726, 362
Ten Cents.....	52, 424, 389
Twenty-Five Cents.....	27, 545, 314
Fifty Cents.....	11, 537, 171

Total number of notes destroyed..... 133, 233, 236

Fractional Currency, Third Issue :

Three Cents.....	16, 917, 923
Five Cents.....	10, 397, 293
Ten Cents.....	157, 098, 717
Fifteen Cents.....	18
Twenty-Five Cents.....	119, 796, 336
Fifty Cents.....	70, 967, 942

Total number of notes destroyed..... 375, 178, 229

On Fractional
On Fractional

On moneys recd

Total

14, 42, 41
17, 30, 00
2, 00, 00
17, 42, 41
272, 00, 00

RES:

32, 60, 00

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43, 20, 00
113, 50, 00
17, 00, 00
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17, 000
2, 745
162, 117, 00
409, 40
162, 606, 40
827, 032, 00
900, 630, 00

IV.—DESTRUCTION ACCOUNT.

Statement of face value of money destroyed since 1861.

Old Demand Notes.....	\$59,943,832 50
Legal-Tender Notes, new issue.....	546,283,518 50
Legal-Tender Notes, series of 1869.....	12,737,452 00
One-Year Notes of 1863.....	44,410,270 00
Two-Year Coupon Notes of 1863.....	16,443,750 00
Two-Year Notes of 1863.....	149,968,150 00
Compound-Interest Notes.....	265,972,910 00
Fractional Currency, first issue.....	15,838,260 95
Fractional Currency, second issue.....	19,983,671 00
Fractional Currency, third issue.....	82,170,331 49
Fractional Currency, fourth issue, first series.....	48,571,138 25
Fractional Currency, fourth issue, second series.....	16,330,091 00
Fractional Currency, (burned at Chicago).....	32,000 00
Coin Certificates, old issue.....	429,170,900 00
Coin Certificates, series of 1870.....	100,181,500 00
Coin Certificates, series of 1871.....	274,500 00
Coin Certificates, (burned at Chicago, issue not known).....	2,200 00
Total amount destroyed as money.....	1,808,314,475 69
Total amount destroyed statistically.....	2,961,136,928 73
National Bank Notes.....	6,038,229 00
Certificates of indebtedness.....	592,905,350 26
Total amount destroyed to July 1, 1872.....	5,368,394,983 68

V.—REDEMPTION ACCOUNT.

Statement of redemptions of moneys since 1861.

Moneys destroyed before July 1, 1871.....	\$1,655,208,117 67
Moneys destroyed within the year.....	153,084,192 54
Discounts on same.....	22,165 48
Total.....	1,808,314,475 69
National Bank Notes before July 1, 1871.....	\$2,663,995 00
During the year.....	3,374,234 00
Total.....	6,038,229 00
Statistical matter destroyed before July 1, 1871....	2,738,256,945 24
During the year.....	222,879,983 49
Total.....	2,961,136,928 73
Certificates of indebtedness.....	592,905,350 26
Total amount destroyed to July 1, 1872.....	5,368,394,983 68
Balance on hand but not destroyed.....	1,158,834 86
Total amount redeemed to July 1, 1872.....	5,369,553,818 54

VI.—REDEMPTIONS AND DISCOUNTS.

*Amounts paid, discounts, and amounts retired to July 1, 1872.**Old Demand Notes.*

Denominations.	Amount paid.	Amount dis- counted.	Total amount retired.
Five Dollars.....	\$21,766,285 50	\$482 00	\$21,766,767 50
Ten Dollars.....	19,998,783 75	441 25	19,999,225 00
Twenty Dollars.....	18,176,634 50	1,205 50	18,177,840 00
Totals.....	59,941,703 75	2,128 75	59,943,832 50

Legal-Tender Notes, new issue.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
One Dollar	\$25,318,766 55	\$29,977 45	\$25,348,744 00
Two Dollars	30,058,475 95	21,006 05	30,079,482 00
Five Dollars	75,420,761 75	19,120 75	75,439,882 50
Ten Dollars	81,432,772 25	12,677 75	81,445,450 00
Twenty Dollars	68,445,237 00	10,523 00	68,455,760 00
Fifty Dollars	26,005,684 50	1,915 50	26,007,600 00
One Hundred Dollars	33,508,235 00	2,365 00	33,510,600 00
Five Hundred Dollars	54,785,475 00	525 00	54,786,000 00
One Thousand Dollars	151,074,700 00	300 00	151,075,000 00
Totals	546,050,108 00	98,410 50	546,148,518 50

Legal-Tender Notes, series of 1869.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
One Dollar	\$3,915,478 75	\$991 25	\$3,916,470 00
Two Dollars	4,937,187 50	1,044 50	4,938,232 00
Five Dollars	216,215 75	64 25	216,280 00
Ten Dollars	837,387 00	223 00	837,610 00
Twenty Dollars	248,386 50	73 50	248,460 00
Fifty Dollars	232,172 50	27 50	232,200 00
One Hundred Dollars	168,595 00	105 00	168,700 00
Five Hundred Dollars	1,032,500 00	.....	1,032,500 00
One Thousand Dollars	282,000 00	.....	282,000 00
Totals	11,869,923 00	2,529 00	11,872,452 00

One-Year Notes of 1863.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
Ten Dollars	\$6,179,589 00	\$31 00	\$6,179,620 00
Twenty Dollars	16,387,434 00	126 00	16,387,560 00
Fifty Dollars	8,221,745 00	55 00	8,221,800 00
One Hundred Dollars	13,621,175 00	25 00	13,621,200 00
Unknown	90 00	.....	90 00
Totals	44,410,033 00	237 00	44,410,270 00

Two-Year Notes of 1863.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
Fifty Dollars	\$6,779,487 50	\$62 50	\$6,779,550 00
One Hundred Dollars	9,664,110 00	90 00	9,664,200 00
Totals	16,443,597 50	152 50	16,443,750 00

Two-Year Coupon Notes of 1863.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
Fifty Dollars.....	\$5,900,347 50	\$2 50	\$5,900,350 00
One Hundred Dollars.....	14,473,800 00		14,473,800 00
Five Hundred Dollars.....	40,298,500 00		40,298,500 00
One Thousand Dollars.....	89,285,000 00		89,285,000 00
Unknown.....	10,500 00		10,500 00
Totals	149,968,147 50	2 50	149,968,150 00

Compound-Interest Notes.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
Ten Dollars.....	\$23,179,923 00	\$137 00	\$23,180,060 00
Twenty Dollars.....	29,973,917 00	133 00	29,974,050 00
Fifty Dollars.....	60,614,820 00	180 00	60,615,000 00
One Hundred Dollars.....	44,982,270 00	30 00	44,982,300 00
Five Hundred Dollars.....	67,812,500 00		67,812,500 00
One Thousand Dollars.....	39,409,000 00		39,409,000 00
Totals	265,972,430 00	480 00	265,972,910 00

Fractional Currency, First Issue.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
Five Cents.....	\$1,203,025 25	\$1,527 90	\$1,204,553 15
Ten Cents.....	2,845,401 12	2,220 18	2,847,621 30
Twenty-Five Cents.....	4,159,786 34	5,903 12	4,165,689 50
Fifty Cents.....	7,616,123 16	4,273 84	7,620,397 00
Totals	15,824,335 91	13,925 04	15,838,260 95

Fractional Currency, Second Issue.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
Five Cents.....	\$2,084,336 51	\$1,981 59	\$2,086,318 10
Ten Cents.....	5,238,585 19	3,853 71	5,242,438 90
Twenty-Five Cents.....	6,884,524 42	1,804 08	6,886,328 50
Fifty Cents.....	5,766,754 02	1,831 48	5,768,585 50
Totals	19,974,200 14	9,470 86	19,983,671 00

Fractional Currency, Third Issue.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
Three Cents.....	\$507,375 29	\$162 40	\$507,537 69
Five Cents.....	519,419 69	444 96	519,864 65
Ten Cents.....	15,686,366 68	23,505 02	15,709,871 70
Fifteen Cents.....	2 70		2 70
Twenty-Five Cents.....	29,918,248 48	30,835 52	29,949,084 00
Fifty Cents.....	35,443,660 70	40,310 05	35,483,970 75
Totals	82,075,073 54	95,257 95	82,170,331 49

Fractional Currency, Fourth Issue, First Series.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
Ten Cents	\$14,844,407 42	\$1,086 68	\$14,845,494 10
Fifteen Cents	2,594,616 26	517 39	2,595,133 65
Twenty-Five Cents.....	22,403,087 46	1,238 04	22,404,325 50
Fifty Cents	8,724,494 25	1,690 75	8,726,185 00
Totals	48,566,605 39	4,532 86	48,571,138 25

Fractional Currency, Fourth Issue, Second Series.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
Fifty Cents.....	\$16,329,613 20	\$477 80	\$16,330,091 00

VII.—DESTRUCTION OF NOTES OF NATIONAL BANKS IN LIQUIDATION.

1.—Notes destroyed, by denominations.

Denominations.	Amount paid.	Amount discounted.	Total amount retired.
One Dollar.....	\$98,171 85	\$52 15	\$98,224 00
Two Dollars	70,260 60	19 40	70,280 00
Five Dollars	2,908,012 50	232 50	2,908,245 00
Ten Dollars	1,517,887 00	43 00	1,517,930 00
Twenty Dollars	854,789 00	11 00	854,800 00
Fifty Dollars	231,240 00	10 00	231,250 00
One Hundred Dollars.....	357,495 00	5 00	357,500 00
Totals	6,037,855 95	373 05	6,038,229 00

2.—*Destruction Account.*

Total amount destroyed during the year.....	\$3,374,153 90
As per last Report.....	2,663,702 05
Total from the beginning.....	6,037,855 95
Discounts during the fiscal year.....	\$80 10
As per last Report.....	292 95
	373 05
Total destruction to July 1, 1872.....	6,038,229 00

F.—STATISTICAL DESTRUCTIONS.

1.—DESTRUCTION OF STATISTICAL MATTER DURING FISCAL YEAR.

Coin Certificates, series of 1871:

One Hundred Dollars	\$200,000 00
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Fractional Currency, Fourth Issue, First Series:

Ten Cents.....	\$152,366 40
Fifteen Cents	35,112 00
Twenty-Five Cents.....	601,506 25
Fifty Cents	1,800 00
	790,784 65

Fractional Currency, Fourth Issue, Second Series:

Fifty Cents	246,200 00
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Five-Twenty Coupon Bonds:

Fifty Dollars.....	\$76,750 00
One Hundred Dollars.....	366,200 00
Five Hundred Dollars	2,029,500 00
One Thousand Dollars.....	8,985,000 00
Three Thousand Dollars	42,000 00
	11,499,450 00

Ten-Forty Registered Bonds:

Fifty Dollars.....	24,950 00
One Hundred Dollars.....	99,900 00
Five Hundred Dollars	524,500 00
One Thousand Dollars.....	622,000 00
Five Thousand Dollars	8,245,000 00
Ten Thousand Dollars	19,990,000 00
	29,506,350 00

Registered Bonds, Loan of 1842:

One Hundred Dollars	16,500 00
Five Hundred Dollars	18,000 00
One Thousand Dollars.....	76,000 00
Two Thousand Dollars	22,000 00
Three Thousand Dollars	216,000 00
Five Thousand Dollars	175,000 00
Ten Thousand Dollars.....	1,950,000 00
	2,473,500 00

Registered Bonds, Loan of 1847:

Fifty Dollars.....	36,150 00
One Hundred Dollars.....	362,300 00
Two Hundred Dollars	46,400 00
Three Hundred Dollars.....	38,100 00
Five Hundred Dollars	147,500 00
One Thousand Dollars.....	638,000 00
Two Thousand Dollars	428,000 00
Three Thousand Dollars	426,000 00
Five Thousand Dollars	1,490,000 00
Ten Thousand Dollars	1,580,000 00
	5,192,450 00

Registered Bonds, Loan of 1848:

Fifty Dollars.....	\$92,350 00	
One Hundred Dollars.....	320,900 00	
Two Hundred Dollars.....	83,600 00	
Three Hundred Dollars.....	165,000 00	
Five Hundred Dollars.....	1,317,000 00	
One Thousand Dollars.....	159,000 00	
Two Thousand Dollars.....	654,000 00	
Three Thousand Dollars.....	258,000 00	
Five Thousand Dollars.....	1,595,000 00	
Ten Thousand Dollars.....	1,080,000 00	
		<hr/> \$5,724,550

Five per cent. Registered Bonds:

Fifty Dollars.....	1,050 00	
One Hundred Dollars.....	7,400 00	
Five Hundred Dollars.....	9,000 00	
One Thousand Dollars.....	977,000 00	
Five Thousand Dollars.....	6,880,000 00	
Ten Thousand Dollars.....	1,200,000 00	
		<hr/> 9,074,450

Registered Central Pacific Railway Bonds:

One Thousand Dollars.....	3,390,000
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Registered Union Pacific Railway Bonds:

One Thousand Dollars.....	\$4,713,000 00	
Five Thousand Dollars.....	12,015,000 00	
Ten Thousand Dollars.....	27,090,000 00	
		<hr/> 43,818,000

Registered Pacific Railway Bonds, Atchison and Pike's Peak:

One Thousand Dollars.....	1,859,000 00	
Five Thousand Dollars.....	3,365,000 00	
Ten Thousand Dollars.....	6,170,000 00	
		<hr/> 11,394,000

Registered Kansas Pacific Railway Bonds:

One Thousand Dollars.....	1,000 00
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Registered Bonds, Loan of 1860:

One Thousand Dollars.....	\$1,407,000 00	
Five Thousand Dollars.....	2,740,000 00	
		<hr/> 4,147,000

Registered Bonds, Act July, 1861:

Fifty Dollars.....	29,250 00	
One Hundred Dollars.....	101,900 00	
One Thousand Dollars.....	129,000 00	
Five Thousand Dollars.....	50,000 00	
		<hr/> 310,150

Six per cent. Registered Bonds:

Fifty Dollars.....	53,300 00	
One Hundred Dollars.....	124,800 00	
Five Hundred Dollars.....	913,500 00	
One Thousand Dollars.....	4,392,000 00	
Five Thousand Dollars.....	20,760,000 00	
Ten Thousand Dollars.....	41,840,000 00	
		<hr/> 68,053,600

Five-Twenty Registered Bonds:

Fifty Dollars.....	6,200 00	
One Hundred Dollars.....	23,000 00	
Five Hundred Dollars.....	168,000 00	
One Thousand Dollars.....	717,000 00	
Ten Thousand Dollars.....	1,890,000 00	
		<hr/> 2,794,200

Legal-Tender Notes, Series of 1869:

One Dollar.....	\$435,660 00	
Two Dollars.....	419,000 00	
Five Dollars.....	268,360 00	
Ten Dollars.....	342,720 00	
Twenty Dollars.....	111,520 00	
	<hr/>	\$1,577,260 00

Registered Bonds Central Branch Union Pacific Railway:

One Thousand Dollars.....	249,000 00	
Five Thousand Dollars.....	1,245,000 00	
	<hr/>	1,494,000 00

War-Bounty Stock:

Twenty-Five Dollars.....	100 00	
One Hundred Dollars.....	200 00	
Five Hundred Dollars.....	7,500 00	
One Thousand Dollars.....	2,000 00	
Five Thousand Dollars.....	820,000 00	
	<hr/>	829,800 00

Registered Western Pacific Railway Bonds:

One Thousand Dollars.....	249,000 00	
Ten Thousand Dollars.....	2,490,000 00	
	<hr/>	2,739,000 00

Internal-Revenue Stamps.....	17,583,938 84
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Total for fiscal year.....	\$222,679,983 49
Amount per last Report.....	2,738,256,945 24

Total to July 1, 1872.....	2,961,136,928 73
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II.—NUMBER OF NOTES DESTROYED DURING FISCAL YEAR ON STATISTICAL ACCOUNT.

Coin Certificates, Series of 1871.....	2,000
Legal-Tender Notes, Series of 1869.....	738,680
Fractional Currency, Fourth Issue, First Series.....	3,880,345
Fractional Currency, Fourth Issue, Second Series.....	492,400
Five-Twenty Coupon Bonds.....	18,255
Six per cent. Registered Bonds.....	16,869
Five per cent. Registered Bonds.....	2,586
Five-Twenty Registered Bonds.....	1,596
Registered Bonds, Loan of 1842.....	590
Registered Bonds, Loan of 1847.....	6,450
Registered Bonds, Loan of 1848.....	9,657
Registered Bonds, Loan of 1860.....	1,955
Registered Bonds, Loan of 1861.....	1,743
Ten-Forty Registered Bonds.....	6,817
Registered Central Pacific Railway Bonds.....	3,888
Registered Union Pacific Railway Bonds.....	9,825
Registered Bonds Pacific Railway, Atchison and Pike's Peak Division.....	3,149
Registered Western Pacific Railway Bonds.....	498
Registered Bonds Kansas Pacific Railway.....	1
War-Bounty Stock.....	187
Registered Bonds Central Branch Union Pacific Railway.....	498
Total number for fiscal year.....	5,197,989
Number as per last Report.....	38,212,889

Total number of notes to July 1, 1872.....	43,410,878
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G.—COIN CERTIFICATES.

I.—RECEIPTS AND REDEMPTIONS OF ALL ISSUES.

Coin Certificates of all issues received from Printing Bureau, exclusive of amount destroyed statistically:

Twenty-Dollar Notes	\$960, 160 00
One-Hundred-Dollar Notes	16, 645, 700 00
Five-Hundred-Dollar Notes	29, 004, 000 00
One-Thousand-Dollar Notes	110, 008, 000 00
Five-Thousand-Dollar Notes	523, 040, 000 00
Ten-Thousand-Dollar Notes	225, 000, 000 00
Total	904, 657, 860 00

Cash destructions of all issues:

Twenty-Dollar Notes	\$905, 500 00
One-Hundred-Dollar Notes	11, 671, 900 00
Five-Hundred-Dollar Notes	12, 948, 500 00
One-Thousand-Dollar Notes	75, 316, 000 00
Five-Thousand-Dollar Notes	351, 885, 000 00
Ten-Thousand-Dollar Notes	76, 900, 000 00

Total destructions	529, 626, 900 00
Redeemed but not destroyed	1, 063, 200 00

Amount on hand unissued	530, 690, 100 00
Amount outstanding	341, 881, 460 00

Total	904, 657, 860 00
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II.—COIN CERTIFICATES, OLD ISSUE.

Denominations.	Received from Printing Bureau.	Issued.	On hand, un- issued.
20s	\$960, 180 00	\$960, 000 00	\$160 00
100s	11, 645, 700 00	11, 644, 900 00	800 00
500s	9, 004, 000 00	9, 000, 000 00	4, 000 00
1, 000s	60, 008, 000 00	60, 000, 000 00	8, 000 00
5, 000s	323, 040, 000 00	323, 000, 000 00	40, 000 00
10, 000s	25, 000, 000 00	25, 000, 000 00	.....
Totals	429, 657, 860 00	429, 604, 900 00	52, 960 00

Denominations.	Issued.	Redeemed.	Outstanding
20s	\$960, 000 00	\$905, 500 00	\$54, 500 00
100s	11, 644, 900 00	11, 397, 400 00	247, 500 00
500s	9, 000, 000 00	8, 993, 000 00	7, 000 00
1, 000s	60, 000, 000 00	59, 960, 000 00	40, 000 00
5, 000s	323, 000, 000 00	322, 915, 000 00	85, 000 00
10, 000s	25, 000, 000 00	25, 000, 000 00	.....
Totals	429, 604, 900 00	429, 170, 900 00	434, 000 00
Deduct redeemed but not destroyed			50, 200 00
Total amount actually outstanding			383, 800 00

III.—COIN CERTIFICATES, SERIES OF 1870 AND 1871.

Denominations.	Received from Printing Bureau.	Issued.	On hand, un- issued.
100s	\$5,000,000 00	\$980,000 00	\$4,020,000 00
500s	20,000,000 00	5,785,500 00	14,214,500 00
1,000s	50,000,000 00	19,756,000 00	30,244,000 00
5,000s	200,000,000 00	37,280,000 00	162,720,000 00
10,000s	200,000,000 00	69,370,000 00	130,630,000 00
Totals	475,000,000 00	133,171,500 00	341,828,500 00

Denominations.	Issued.	Redeemed.	Outstanding.
100s	\$980,000 00	\$274,500 00	\$705,500 00
500s	5,785,500 00	3,955,500 00	1,830,000 00
1,000s	19,756,000 00	15,356,000 00	4,400,000 00
5,000s	37,280,000 00	28,970,000 00	8,310,000 00
10,000s	69,370,000 00	51,900,000 00	17,470,000 00
Totals	133,171,500 00	100,456,000 00	32,715,500 00
Deduct amount redeemed but not destroyed			1,013,000 00
Total amount actually outstanding.			31,702,500 00

IV.—COIN CERTIFICATES, SERIES OF 1870, NOT NUMBERED, ON HAND IN TREASURER'S OFFICE.

500s	\$161,000
1,000s	2,949 000
5,000s	985,000
10,000s	4,630,000
Total	8,725,000

V.—TOTAL REDEMPTIONS OF COIN CERTIFICATES.

At Washington	\$625,420
At Boston	15,139,020
At New York	502,273,620
At Philadelphia	712,720
At Charleston	248,920
At New Orleans	771,420
At Saint Louis	440,620
At San Francisco	1,040
At Baltimore	9,520,520
At Buffalo	82,980
At Chicago	346,080
At Cincinnati	316,300
At Saint Paul	9,000
At Louisville	115,620
At Mobile	86,760
Total	530,690,100

NOTE.—Up to August 1, 1869, redemptions were made at the offices of the various Assistant Treasurers, and Depositaries, but subsequent to that date redemptions were made only at the offices of the Treasurer United States at Washington, and the Assistant Treasurer at New York.

VI.—MOVEMENT OF COIN CERTIFICATES.

Washington office Notes:	
Received from Printing Bureau	\$3,200,000
Redeemed and destroyed	\$3,193,400
On hand as statistical matter (samples)	800
	<u>3,194,200</u>
Outstanding of Washington issue	5,000
New York office Notes:	
Sent to New York previous to June 30, 1871	\$509,700,000
Sent to New York during fiscal year	72,410,000
	<u>582,110,000</u>
Total amount sent to New York	582,110,000
Remaining on hand at New York June 30, 1872, never issued ..	19,378,500
	<u>562,731,500</u>
Total issued at New York office	562,731,500
Total redeemed of New York issue	530,651,000
	<u>32,080,500</u>
Outstanding of New York issue	32,086,300
Total outstanding, as per Public Debt statement of July 1, 1872	<u>32,086,300</u>

VII.—ISSUES AND REDEMPTIONS BY FISCAL YEARS.

Issued:	
From November 13, 1865, to June 30, 1866, inclusive	\$98,493,600
From July 1, 1866, to June 30, 1867, inclusive	109,121,600
From July 1, 1867, to June 30, 1868, inclusive	77,960,400
From July 1, 1868, to June 30, 1869, inclusive	80,663,160
From July 1, 1869, to June 30, 1870, inclusive	76,731,000
From July 1, 1870, to June 30, 1871, inclusive	56,577,000
From July 1, 1871, to June 30, 1872, inclusive	63,229,500
	<u>562,776,400</u>
Total issued	562,776,400
Redeemed:	
From November 13, 1865, to June 30, 1866, inclusive	\$87,545,800
From July 1, 1866, to June 30, 1867, inclusive	101,295,900
From July 1, 1867, to June 30, 1868, inclusive	79,055,340
From July 1, 1868, to June 30, 1869, inclusive	65,255,620
From July 1, 1869, to June 30, 1870, inclusive	75,270,120
From July 1, 1870, to June 30, 1871, inclusive	71,237,820
From July 1, 1871, to June 30, 1872, inclusive	51,029,500
	<u>530,680,100</u>
Total redeemed	530,680,100
Total outstanding as per books of this office	32,086,300

VIII.—ON HAND AT NEW YORK.

On hand at New York, July 1, 1871, (never issued)	\$10,190,000
Sent to New York during fiscal year	72,410,000
	<u>82,600,000</u>
Total	82,600,000
Less amount issued during fiscal year	63,229,500
	<u>19,370,500</u>
On hand June 30, 1872, (never issued)	19,370,500
On hand redeemed, June 30, 1872, not returned to Washington ..	507,000
	<u>19,877,500</u>
Total on hand at New York, as per statement of Assistant Treasurer United States, at New York	19,877,500

IX.—COIN CERTIFICATES, ALL ISSUES, OUTSTANDING, BY DENOMINATIONS.

20s	\$54, 500
100s	953, 000
500s	1, 837, 000
1, 000s	4, 440, 000
5, 000s	8, 395, 000
10, 000s	17, 470, 000
Total amount outstanding	33, 149, 500
Deduct amount redeemed but not destroyed	1, 063, 200
Actually outstanding, as per Public Debt statement	<u>32, 086, 300</u>

X.—RÉSUMÉ.

Amount received from Printing Bureau exclusive of amount destroyed statistically	\$904, 657, 860
On hand	<u>341, 881, 460</u>
Amount issued	562, 776, 400
Amount redeemed and destroyed	\$529, 626, 900
Amount redeemed but not destroyed	<u>1, 063, 200</u>
Total amount redeemed to close of fiscal year	<u>530, 690, 100</u>
Total amount outstanding at close of fiscal year	<u>32, 086, 300</u>

H.—THREE PER CENT. CERTIFICATES.

I.—RECEIPTS AND REDEMPTIONS.

Received from Printing Bureau	\$160, 000, 000
Redeemed	\$72, 930, 000
Destroyed statistically	<u>1, 980, 000</u>
	74, 910, 000
On hand	<u>85, 090, 000</u>
	72, 870, 000
Outstanding as per Public Debt statement	<u>12, 220, 000</u>

II.—MOVEMENT OF THREE PER CENT. CERTIFICATES.

Forwarded to Assistant Treasurer, New York	\$93, 000, 000
Redeemed	\$72, 930, 000
On hand in New York	<u>7, 850, 000</u>
	80, 780, 000
Outstanding, as above	<u>12, 220, 000</u>

I.—TEMPORARY-LOAN CERTIFICATES.

Outstanding 4 per cents :	
Payable at the Cincinnati office	<u>\$75, 000</u>
Total of 4 per cents	\$75, 000
Outstanding 5 per cents :	
Payable at the New York office	\$500
Payable at the Washington office	<u>405</u>
Total of 5 per cents	905

Outstanding 6 per cents:	
Payable at the Cincinnati office.....	\$1,400
Payable at the Philadelphia office.....	1,000
Payable at the Washington office.....	255
Total of 6 per cents.....	<u>\$2,655</u>
Total of all kinds outstanding	<u>78,500</u>

These certificates ceased bearing interest August 26, 1866.

K.—CERTIFICATES OF INDEBTEDNESS.

I.—ISSUED, REDEEMED, AND OUTSTANDING.

Old series issued:	
Numbers 1 to 153,662, of \$1,000.....	\$153,662,000 00
Numbers 1 to 14,500, of \$5,000.....	72,500,000 00
Numbers 15,001 to 31,010, of \$5,000.....	80,050,000 00
Numbers 31,111 to 69,268, of \$5,000.....	190,790,000 00
Numbers 1 to 13, of various amounts.....	1,591,241 60
Total of first series issued.....	<u>498,593,241 60</u>
New series issued:	
Numbers 1 to 15,145, of \$1,000.....	\$15,145,000 00
Numbers 1 to 9,603, of \$5,000.....	48,015,000 00
Total of second series issued.....	<u>63,160,000 00</u>
Total amount issued.....	<u>561,753,241 60</u>
*Redeemed to July 1, 1872.....	\$561,748,241 60
Outstanding, as per Debt statement.....	5,000 00
	<u>561,753,241 60</u>

Five certificates, of the denomination of \$1,000, are outstanding, two of which are canceled.

II.—PRINCIPAL AND INTEREST PAID.

Total amount of interest paid to July 1, 1872.....	\$31,157,100 00
Principal paid as above stated.....	561,748,241 60
Total principal and interest paid to July 1, 1872.....	<u>592,905,341 60</u>

L.—TREASURY NOTES OF 1861.

Denominations.	Issued.	Redeemed.	Outstanding.
50s.....	\$2,303,800	\$2,302,050	\$1,750
100s.....	4,495,800	4,494,400	1,400
500s.....	6,832,500	6,832,500	0
1,000s.....	8,836,000	8,836,000	0
Totals.....	<u>22,468,100</u>	<u>22,464,950</u>	<u>3,150</u>

*No redemptions during the year.

M.—SEVEN-THIRTIES OF 1861, AND OF 1864 AND 1865.

I.—CONVERSIONS AND REDEMPTIONS.

1.—*Conversions and redemptions during fiscal year by series and denominations, and in gross amounts during former years.*

Seven-Thirties of 1861:

1 One Hundred.....	\$100
3 One Thousands.....	3, 000
Redeemed during fiscal year.....	3, 100
Redeemed previous to July 1, 1871.....	140, 071, 650
Total amount redeemed.....	140, 074, 750
Outstanding July 1, 1872.....	20, 000
Total original issue.....	140, 094, 750

First series, August 15, 1864:

154 Fifties.....	\$7, 700
8 One Hundreds.....	8, 800
14 Five Hundreds.....	7, 000
3 One Thousands.....	3, 000
Redeemed during fiscal year.....	26, 500
Redeemed previous to July 1, 1871.....	299, 864, 650
Total amount redeemed.....	299, 891, 150
Outstanding July 1, 1872.....	101, 350
Total original issue.....	299, 992, 500

Second series, June 15, 1865:

95 Fifties.....	\$4, 750
125 One Hundreds.....	12, 500
27 Five Hundreds.....	13, 500
16 One Thousands.....	16, 000
Redeemed during fiscal year.....	46, 750
Redeemed previous to July 1, 1871.....	330, 864, 450
Total amount redeemed.....	330, 911, 200
Outstanding July 1, 1872.....	88, 800
Total original issue.....	331, 000, 000

Third series, July 15, 1865:

238 Fifties.....	\$14, 900
190 One Hundreds.....	19, 000
17 Five Hundreds.....	8, 500
5 One Thousands.....	5, 000
Redeemed during fiscal year.....	47, 400
Redeemed previous to July 1, 1871.....	198, 810, 600
Total amount redeemed.....	198, 858, 000
Outstanding July 1, 1872.....	142, 000
Total original issue.....	199, 000, 000

2.—*Recapitulation of all the issues converted and redeemed.*

547 Fifties.....	\$27, 350
94 One Hundreds.....	40, 400
58 Five Hundreds.....	29, 000
27 One Thousands.....	27, 000

Redeemed during fiscal year.....	\$121.75
Redeemed previous to July 1, 1871.....	969,611.30
Total amount redeemed.....	969,735.10
Outstanding July 1, 1872.....	352.15
Total.....	970,087.25

II.—OUTSTANDING.

1.—Statement by series and denominations of Seven-Thirties of 1861, and of 1864 and 1872 outstanding June 30, 1872.

Seven-Thirties of 1861 :

70 Fifties.....	\$3.50
65 One Hundreds.....	6.50
6 Five Hundreds.....	3.00
7 One Thousands.....	7.00
Total.....	20.00

First series, August 15, 1864 :

599 Fifties.....	\$29.95
429 One Hundreds.....	42.90
39 Five Hundreds.....	19.50
9 One Thousands.....	9.00
Total.....	101.35

Second series, June 15, 1865 :

157 Fifties.....	\$7.85
264 One Hundreds.....	26.40
69 Five Hundreds.....	34.50
20 One Thousands.....	20.00
Total.....	88.75

Third series, July 15, 1865 :

725 Fifties.....	\$36.25
662 One Hundreds.....	66.20
37 Five Hundreds.....	18.50
21 One Thousands.....	21.00
Total.....	142.95

2.—Recapitulation of the four series combined, outstanding.

1,551 Fifties.....	\$77.50
1,421 One Hundreds.....	142.10
151 Five Hundreds.....	75.50
57 One Thousands.....	57.00
Total.....	352.10

N.—RETIREMENT OF FIVE-TWENTY BONDS.

I.—PURCHASES.

1.—Purchased during fiscal year.

Loan.	Coupon.	Registered.	Total.	Premium paid.	Accrued interest paid.
5-20s, 1862.....	\$9,040,050	\$9,519,650	\$18,559,700	\$2,097,372 97	\$205,452 19
5-20s, March, 1864.....		81,100	81,100	9,848 93	873 83
5-20s, June, 1864....	4,861,850	2,886,100	7,747,950	915,350 19	102,585 31
5-20s, 1865.....	600,150	4,733,300	5,333,450	626,071 15	52,922 82
Consols, 1865.....	13,394,350	4,962,900	18,357,250	2,278,981 97	290,714 43
Consols, 1867.....	5,919,500	1,735,050	7,654,550	927,475 08	122,444 62
Consols, 1868.....	60,300	34,500	94,800	11,121 99	1,573 89
Total.....	33,876,200	23,952,600	57,828,800	6,866,222 28	776,567 09

2.—Purchased from May 11, 1869, (date of first purchase,) to July 1, 1872.

Loan.	Coupon.	Registered.	Total.	Premium paid.	Accrued interest paid.
5-20s, 1862.....	\$11,663,200	\$32,745,150	\$44,408,350	\$5,263,431 51	\$496,690 29
5-20s, March, 1864.....		1,063,500	1,063,500	179,079 73	13,234 66
5-20s, June, 1864.....	24,213,650	11,568,950	35,782,600	4,371,856 35	441,901 95
5-20s, 1865.....	17,057,850	15,207,700	32,265,550	3,638,179 05	370,676 46
Consols, 1865.....	80,140,600	22,368,350	102,508,950	12,431,861 93	1,399,451 95
Consols, 1867.....	42,699,150	10,837,450	53,536,600	7,015,878 67	742,073 76
Consols, 1868.....	2,551,000	519,000	3,070,000	500,486 10	41,480 76
Total.....	178,325,450	94,310,100	272,635,550	33,400,773 34	3,505,509 83

3.—Sinking Fund.

(These bonds are all included in statement 2, above.)

a.—Condition of Sinking Fund, July 1, 1871.

Loan.	Principal.	Premium paid.	Accrued interest paid.
5-20s of 1862.....	\$7,956,000 00	\$975,752 62	\$90,036 89
5-20s of March, 1864.....	184,500 00	29,757 55	1,687 97
5-20s of June, 1864.....	8,989,750 00	1,010,477 26	103,119 88
5-20s of 1865.....	10,023,850 00	1,011,632 67	132,056 65
Consols of 1865.....	22,215,350 00	2,386,985 01	255,402 61
Consols of 1867.....	16,703,600 00	2,152,126 24	258,889 79
Consols of 1868.....	706,100 00	107,591 06	13,984 84
Total.....	66,779,150 00	7,674,322 41	855,178 63

b.—Addition to Sinking Fund during the year.

Loan.	Principal.	Premium paid.	Accrued interest paid.
5-20s of 1862	\$6,417,850 00	\$764,055 21	\$75,179 45
5-20s of March, 1864	127,100 00	14,959 03	1,338 70
5-20s of June, 1864	3,604,650 00	438,656 16	57,449 44
5-20s of 1865	3,635,200 00	436,838 70	37,817 35
Consols of 1865	11,788,900 00	1,436,989 46	149,248 21
Consols of 1867	6,958,900 00	833,600 15	104,487 12
Consols of 1868	85,850 00	9,951 63	1,386 95
Total	32,618,450 00	3,935,050 34	430,908 38

c.—Condition of Sinking Fund, July 1, 1872.

Loan.	Principal.	Premium paid.	Accrued interest paid.
5-20s of 1862	\$14,373,850 00	\$1,739,807 83	\$165,216 32
5-20s of March, 1864	311,600 00	44,716 58	3,026 65
5-20s of June, 1864	12,594,400 00	1,449,133 42	160,569 68
5-20s of 1865	13,659,050 00	1,448,471 37	169,874 72
Consols of 1865	34,004,250 00	3,823,974 47	404,650 82
Consols of 1867	23,662,500 00	2,985,726 39	367,377 71
Consols of 1868	791,950 00	117,542 69	15,351 79
Total	99,397,600 00	11,609,372 75	1,246,087 11

II.—CONVERSIONS OF FIVE-TWENTIES INTO THE FUNDED LOAN OF 1861.

1.—Conversions during fiscal year.

Loan.	Coupon.	Registered.	Total.
5-20s of 1862	\$439,850	\$352,450	\$792 30
5-20s of June, 1864	118,350	373,650	492 00
5-20s of 1865	489,850	130,250	620 10
Consols of 1865	842,850	371,800	1,214 65
Consols of 1867	105,250	181,850	287 10
Consols of 1868	3,050		3 05
Total	1,999,200	1,410,000	3,409 20

2.—Total conversions to date.

Loan.	Coupons.	Registered.	Total.
5-20s of 1862	\$1,089,850	\$25,081,550	\$26,171 30
5-20s of March, 1864		380,500	380 50
5-20s of June, 1864	930,800	11,287,850	12,218 65
5-20s of 1865	1,449,600	8,137,000	9,586 60
Consols of 1865	2,685,650	6,017,950	8,703 60
Consols of 1867	1,897,350	3,908,500	5,805 85
Consols of 1868	24,750	157,000	211 75
Total	8,078,000	55,000,350	63,078 35

III.—REDEMPTIONS OF FIVE-TWENTIES.

1.—*Redemptions of 5-20s of 1862, designated by notices of Secretary dated September 1, December 7, and December 20, 1871.*

Under notice of—	Coupon.	Registered.	Total.
September 1, 1871, (first call).....	\$79,643,400	\$18,088,300	\$97,731,700
December 7, 1871, (second call).....	12,958,550	2,285,650	15,244,200
December 20, 1871, (third call).....	16,304,900	2,317,800	18,622,700
Total.....	108,906,850	22,691,750	131,598,600

2.—*Redemptions of 5-20s not included in above.*

Loan.	Coupon.	Registered.	Total.
5-20s of 1862.....	\$17,605,700	\$15,875,550	\$33,481,250
5-20s of March, 1864.....		89,000	89,000
5-20s of June, 1864.....	9,350	4,844,150	4,853,500
5-20s of 1865.....	50	2,015,800	2,015,850
Consols of 1868.....	150		150
Total.....	17,615,250	22,824,500	40,439,750

3.—*Total redemptions of 5-20s to date.*

Loan.	Coupon.	Registered.	Total.
5-20s of 1862.....	\$126,512,550 00	\$38,567,300 00	\$165,079,850 00
5-20s of March, 1864.....		89,000 00	89,000 00
5-20s of June, 1864.....	9,350 00	4,844,150 00	4,853,500 00
5-20s of 1865.....	50 00	2,015,800 00	2,015,850 00
Consols of 1868.....	150 00		150 00
Total.....	126,522,100 00	45,516,250 00	172,038,350 00

IV.—FIVE-TWENTY BONDS RETIRED DURING FISCAL YEAR.

Loan.	Coupon.	Registered.	Total.
5-20s of 1862.....	\$135,992,450 00	\$48,439,400 00	\$184,431,850 00
5-20s of March, 1864.....		170,100 00	170,100 00
5-20s of June, 1864.....	4,989,550 00	8,103,900 00	13,093,450 00
5-20s of 1865.....	1,090,050 00	6,879,350 00	7,969,400 00
Consols of 1865.....	14,237,200 00	5,334,700 00	19,571,900 00
Consols of 1867.....	6,024,750 00	1,916,900 00	7,941,650 00
Consols of 1868.....	63,500 00	34,500 00	98,000 00
Total.....	162,397,500 00	70,878,850 50	233,276,350 00

V.—TOTAL OF FIVE-TWENTY BONDS RETIRED TO JULY 1, 1872.

Loan.	Coupon.	Registered.	Total.
5-20s of 1862	\$139,265,600 00	\$96,394,000 00	\$235,659,600 00
5-20s of March, 1864		1,533,000 00	1,533,000 00
5-20s of June, 1864	25,153,800 00	27,700,950 00	52,854,750 00
5-20s of 1865	18,507,500 00	25,360,500 00	43,868,000 00
Consols of 1865	82,826,250 00	28,386,300 00	111,212,550 00
Consols of 1867	44,596,500 00	14,745,950 00	59,342,450 00
Consols of 1868	2,575,900 00	706,000 00	3,281,900 00
Total	312,925,550 00	194,826,700 00	507,752,250 00

VI.—COST OF PURCHASED FIVE-TWENTIES.

1.—Statement of purchase of Five-Twenty Bonds, showing their net cost in gold and currency, the average gold cost of each purchase, and the average gold cost of all the purchases made prior to the end of each month, from May, 1869, to July 1, 1872.

Date of purchase.	Principal.	Net cost.	Net cost estimated in gold.	Av. gold cost of a \$100 bond.	Av. gold cost of total purchased to date.
May 12, 1869	\$1,000,000	\$1,152,565 64	\$832,177 36	\$83.22	.....
May 19, 1869	70,000	81,718 00	57,548 45	82.21	.....
May 19, 1869	1,000,000	1,168,512 10	822,895 85	82.29	.....
May 27, 1869	1,000,000	1,153,581 50	826,940 14	82.69	\$82.72
June 3, 1869	1,000,000	1,164,770 68	842,510 43	84.25	.....
June 10, 1869	1,000,000	1,161,967 00	838,208 84	83.82	.....
June 16, 1869	1,000	1,155 00	835 44	83.54	.....
June 17, 1869	1,000,000	1,152,950 00	833,960 21	83.40	.....
June 23, 1869	1,620,000	1,870,402 50	1,364,012 76	84.20	.....
June 26, 1869	1,000,000	1,158,228 25	842,347 82	84.23	\$84.35
July 1, 1869	1,000,000	1,158,098 75	842,253 63	84.22	.....
July 3, 1869	3,000,000	3,496,474 00	2,552,170 80	85.07	.....
July 9, 1869	3,000,000	3,518,044 00	2,586,797 06	86.23	.....
July 14, 1869	3,000,000	3,607,622 90	2,626,113 12	87.54	.....
July 15, 1869	1,000,000	1,201,850 00	877,262 77	87.73	.....
July 21, 1869	3,000,000	3,600,028 80	2,664,221 12	88.81	.....
July 28, 1869	3,000,000	3,604,859 00	2,640,922 34	88.03	.....
July 29, 1869	1,000,000	1,201,570 55	885,134 84	88.51	\$88.93
August 4, 1869	2,000,000	2,431,136 80	1,727,600 59	86.38	.....
August 11, 1869	2,000,000	2,422,038 27	1,787,482 12	89.37	.....
August 12, 1869	1,000,000	1,198,931 70	887,276 00	88.73	.....
August 18, 1869	2,000,000	2,378,781 81	1,788,557 75	89.43	.....
August 25, 1869	2,000,000	2,389,539 01	1,793,275 07	89.66	.....
August 26, 1869	1,000,000	1,196,247 80	893,555 78	89.36	\$89.57
September 1, 1869	2,000,000	2,401,991 00	1,800,930 46	90.05	.....
September 8, 1869	2,000,000	2,356,000 00	1,732,352 94	86.62	.....
September 9, 1869	1,000,000	1,183,972 53	871,368 92	87.14	.....
September 15, 1869	2,000,000	2,369,639 55	1,740,782 04	87.04	.....
September 22, 1869	2,000,000	2,337,657 62	1,697,029 12	84.85	.....
September 23, 1869	1,000,000	1,165,548 50	822,982 17	82.30	.....
September 25, 1869	3,000,000	3,537,158 16	2,647,078 14	88.24	.....
September 29, 1869	3,000,000	3,473,533 12	2,599,463 51	86.65	\$86.90
October 6, 1869	2,000,000	2,319,139 18	1,783,953 22	89.20	.....
October 7, 1869	1,000,000	1,159,945 10	824,610 18	82.46	.....
October 7, 1869	153,500	178,187 69	135,891 47	88.53	.....
October 13, 1869	2,000,000	2,318,883 53	1,782,043 06	89.10	.....
October 20, 1869	2,000,000	2,314,079 00	1,780,060 77	89.00	.....
October 21, 1869	1,000,000	1,152,000 00	825,302 59	82.53	.....

1.—Statement of purchase of Fire-Twenty Bonds, &c.—Continued.

Date of purchase.	Principal.	Net cost.	Net cost estimated in gold.	Av. gold cost of a \$100 bond.	Av. gold cost of total purchase to date.
October 27, 1869.....	\$2,000,000	\$2,292,600 00	\$1,761,844 38	\$88.09	\$87.20
November 3, 1869.....	2,000,000	2,257,255 21	1,768,662 26	88.43	
November 4, 1869.....	1,000,000	1,126,843 74	889,906 21	88.99	
November 4, 1869.....	1,000,000	1,129,090 29	891,680 39	89.17	
November 5, 1869.....	201,300	227,413 00	179,773 12	89.31	
November 5, 1869.....	433,000	489,241 07	386,751 83	89.32	
November 10, 1869.....	2,000,000	2,259,000 00	1,780,492 61	89.02	
November 17, 1869.....	2,000,000	2,256,513 69	1,775,035 35	88.75	
November 17, 1869.....	1,000,000	1,129,039 02	888,132 95	88.81	
November 24, 1869.....	3,000,000	3,382,483 67	2,671,260 54	89.04	87.48
December 1, 1869.....	2,000,000	2,206,992 21	1,807,158 41	90.36	
December 2, 1869.....	1,000,000	1,102,659 61	901,971 06	90.20	
December 8, 1869.....	2,000,000	2,248,236 56	1,818,593 78	90.93	
December 15, 1869.....	2,000,000	2,239,710 90	1,839,598 27	91.98	
December 16, 1869.....	1,000,000	1,118,412 34	919,557 94	91.96	
December 22, 1869.....	2,000,000	2,215,985 83	1,844,733 26	92.24	
December 29, 1869.....	2,000,000	2,220,427 12	1,852,285 40	92.61	
December 30, 1869.....	1,000,000	1,110,507 80	926,388 15	92.64	88.20
January 5, 1870.....	2,000,000	2,246,595 03	1,876,071 01	93.80	
January 11, 1870.....	451,700	517,400 49	422,367 75	93.51	
January 11, 1870.....	1,342,550	1,539,794 35	1,256,974 98	93.63	
January 13, 1870.....	1,000,000	1,141,010 09	938,137 79	93.81	
January 19, 1870.....	2,000,000	2,281,555 49	1,877,823 45	93.89	
January 27, 1870.....	1,000,000	1,142,872 27	936,780 55	93.68	88.55
February 10, 1870.....	1,000,000	1,126,500 00	932,919 25	93.30	
February 11, 1870.....	50,000	56,325 00	46,888 66	93.78	
February 24, 1870.....	1,000,000	1,115,764 80	948,577 94	94.86	
February 24, 1870.....	1,000,000	1,117,488 85	950,043 66	95.04	88.73
March 2, 1870.....	1,000,000	1,107,377 50	951,559 61	95.16	
March 10, 1870.....	1,000,000	1,067,347 35	961,574 19	96.16	
March 17, 1870.....	1,000,000	1,067,480 27	953,107 39	95.31	
March 24, 1870.....	1,000,000	1,060,440 34	942,613 63	94.26	
March 30, 1870.....	1,000,000	1,069,985 26	956,411 41	95.64	89.04
April 7, 1870.....	1,000,000	1,070,574 91	955,870 46	95.59	
April 13, 1870.....	1,000,000	1,073,953 37	954,625 22	95.46	
April 21, 1870.....	1,000,000	1,078,778 18	951,513 28	95.15	
April 27, 1870.....	1,000,000	1,100,490 79	966,402 45	96.64	
April 30, 1870.....	345,400	383,020 40	333,423 63	96.53	
April 30, 1870.....	758,800	840,929 55	732,038 78	96.47	89.36
May 5, 1870.....	2,000,000	2,215,447 70	1,932,778 80	96.64	
May 12, 1870.....	1,850	2,070 46	1,794 55	97.00	
May 12, 1870.....	1,000,000	1,118,370 86	969,335 52	96.93	
May 19, 1870.....	2,000,000	2,230,611 87	1,943,888 34	97.19	
May 26, 1870.....	1,000,000	1,108,910 71	970,600 18	97.06	89.76
June 2, 1870.....	2,000,000	2,223,786 41	1,942,171 53	97.11	
June 9, 1870.....	1,000,000	1,109,976 64	977,952 99	97.79	
June 16, 1870.....	2,000,000	2,217,755 94	1,960,447 24	98.02	
June 23, 1870.....	1,000,000	1,104,612 10	989,574 11	98.96	
June 30, 1870.....	2,000,000	2,218,005 71	1,987,015 19	99.35	90.31
July 7, 1870.....	1,000,000	1,107,000 00	987,290 97	98.73	
July 11, 1870.....	690,400	758,749 60	659,065 88	95.46	
July 11, 1870.....	1,683,150	1,848,423 98	1,605,580 00	95.39	
July 14, 1870.....	2,000,000	2,182,332 89	1,933,406 77	96.67	
July 21, 1870.....	1,000,000	1,070,136 00	878,961 81	87.90	
July 28, 1870.....	2,000,000	2,162,085 83	1,777,665 64	88.88	90.52
August 4, 1870.....	1,000,000	1,085,712 21	891,755 41	89.17	
August 11, 1870.....	2,000,000	2,191,414 93	1,885,088 11	94.25	
August 18, 1870.....	1,000,000	1,097,329 29	939,896 61	93.99	
August 25, 1870.....	2,000,000	2,181,093 02	1,850,344 02	92.52	90.62
September 1, 1870.....	1,000,000	1,091,038 65	937,519 78	93.75	
September 8, 1870.....	3,000,000	3,272,957 77	2,871,015 58	\$95.70	

1.—Statement of purchase of Five-Twenty Bonds, &c.—Continued.

Date of purchase.	Principal.	Net cost.	Net cost estimated in gold.	Av. gold cost of a \$100 bond.	Av. gold cost of total purchase to date.
September 15, 1870	\$2,000,000	\$2,183,503 11	\$1,909,073 76	\$95.45	.....
September 22, 1870	3,000,000	3,281,789 74	2,881,922 93	96.06	.....
September 29, 1870	2,000,000	2,177,057 86	1,911,796 14	95.59	90.75
October 6, 1870	2,000,000	2,174,300 26	1,924,159 52	96.21	.....
October 13, 1870	2,000,000	2,170,465 37	1,906,006 91	95.30	.....
October 20, 1870	2,000,000	2,170,236 48	1,922,690 12	96.13	.....
October 27, 1870	2,000,000	2,165,529 30	1,933,508 30	96.68	91.24
November 3, 1870	1,000,000	1,077,698 19	973,090 92	97.31	.....
November 3, 1870	245,850	265,173 81	239,434 59	97.39	.....
November 3, 1870	542,250	584,800 55	528,036 61	97.39	.....
November 10, 1870	1,000,000	1,072,263 90	971,473 52	97.15	.....
November 17, 1870	1,000,000	1,064,972 36	942,453 42	94.25	.....
November 25, 1870	1,000,000	1,065,650 15	951,473 35	95.15	91.38
December 1, 1870	1,000,000	1,064,917 08	962,636 91	96.26	.....
December 8, 1870	1,000,000	1,063,854 32	961,676 22	96.17	.....
December 15, 1870	1,000,000	1,065,972 75	958,177 75	95.82	.....
December 22, 1870	1,000,000	1,064,459 26	962,223 06	96.22	.....
December 29, 1870	1,000,000	1,064,473 95	961,150 29	96.11	91.33
January 4, 1871	2,000,000	2,147,345 03	1,938,911 99	96.96	.....
January 11, 1871	1,000,000	1,074,257 50	967,799 55	96.72	.....
January 18, 1871	2,000,000	2,144,457 32	1,938,492 49	96.92	.....
January 25, 1871	1,000,000	1,074,651 96	971,436 80	97.14	91.72
February 1, 1871	2,000,000	2,173,985 90	1,943,227 62	97.16	.....
February 8, 1871	2,000,000	2,175,643 46	1,946,884 53	97.34	.....
February 15, 1871	2,000,000	2,184,170 19	1,963,299 05	98.16	.....
February 21, 1871	2,000,000	2,191,633 24	1,970,007 41	98.50	91.38
March 1, 1871	2,000,000	2,199,585 00	1,983,842 16	99.19	.....
March 8, 1871	2,000,000	2,199,570 48	1,977,142 00	98.85	.....
March 15, 1871	2,000,000	2,191,702 96	1,967,859 00	98.39	.....
March 22, 1871	2,000,000	2,188,826 83	1,974,139 19	98.71	.....
March 29, 1871	2,000,000	2,183,254 76	1,980,276 42	99.01	92.34
April 3, 1871	216,000	235,807 20	213,884 08	99.02	.....
April 5, 1871	3,000,000	3,295,500 00	2,985,730 46	99.52	.....
April 12, 1871	2,000,000	2,197,018 24	1,995,022 24	99.75	.....
April 19, 1871	3,000,000	3,317,193 80	2,971,730 17	99.08	.....
April 26, 1871	2,000,000	2,215,181 72	1,997,909 10	99.90	92.71
May 3, 1871	2,000,000	2,221,571 71	1,999,164 64	99.96	.....
May 10, 1871	2,000,000	2,223,162 54	1,998,348 35	99.92	.....
May 17, 1871	2,000,000	2,228,989 07	1,992,392 46	99.62	.....
May 24, 1871	2,000,000	2,224,133 69	1,992,504 98	99.63	.....
May 31, 1871	2,000,000	2,225,697 79	1,989,450 54	99.47	93.04
June 7, 1871	1,000,000	1,115,811 40	994,041 33	99.40	.....
June 14, 1871	1,000,000	1,114,175 30	991,479 69	99.15	.....
June 21, 1871	1,000,000	1,116,587 05	993,625 85	99.36	.....
June 28, 1871	1,000,000	1,118,691 60	988,898 65	98.89	93.16
July 5, 1871	1,000,000	1,132,384 49	997,695 59	99.77	.....
July 12, 1871	1,000,000	1,122,692 96	999,059 35	99.91	.....
July 19, 1871	385,600	433,278 38	335,136 33	99.88	.....
July 26, 1871	1,000,000	1,122,086 99	999,632 06	99.96	93.25
August 2, 1871	162,750	182,407 63	162,682 39	99.96	.....
August 9, 1871	20,100	22,509 99	20,098 20	99.99	.....
August 16, 1871	1,000,000	1,122,127 56	999,668 21	99.97	.....
August 23, 1871	1,000,000	1,121,011 54	998,673 96	99.87	.....
August 30, 1871	1,000,000	1,125,650 82	993,952 16	99.39	93.35
September 6, 1871	1,000,010	1,128,864 31	991,318 82	99.13	.....
September 13, 1871	1,000,000	1,125,800 00	988,627 88	98.86	.....
September 20, 1871	3,000,000	3,375,135 99	2,957,402 84	98.58	.....
September 27, 1871	3,000,000	3,397,836 15	2,954,640 13	98.49	.....
September 27, 1871	2,000,000	2,262,400 68	1,975,895 78	98.79	93.59
October 4, 1871	2,000,000	2,258,747 45	1,981,357 41	98.07	.....
October 11, 1871	4,000,000	4,470,310 00	3,917,029 57	97.93	.....

1.—Statement of purchase of Fire-Twenty Bonds, &c.—Continued.

Date of purchase.	Principal.	Net cost.	Net cost estimated in gold.	Av. gold cost of a \$100 bond.	Av. gold coin of total purchase to date.
October 18, 1871.....	\$4,000,000	\$4,414,343 08	\$3,915,160 16	\$97.88	.....
October 18, 1871.....	50,000	55,160 00	48,922 39	97.84	.....
October 25, 1871.....	2,000,000	2,217,901 51	1,986,921 84	99.35	\$93.82
November 1, 1871.....	1,000,000	1,113,421 29	994,126 15	99.41	.....
November 8, 1871.....	1,000,000	1,114,150 87	998,119 48	99.81	.....
November 15, 1871.....	21,100	23,452 74	21,081 11	99.88	.....
November 21, 1871.....	1,000,000	1,107,389 47	999,900 20	99.99	93.90
December 6, 1871.....	517,450	568,325 56	517,247 38	99.96	.....
December 13, 1871.....	43,700	47,734 84	43,693 21	99.99	.....
December 20, 1871.....	81,000	88,083 15	80,996 00	99.99	.....
December 27, 1871.....	240,550	260,908 91	240,469 04	99.97	93.91
January 4, 1872.....	566,200	617,775 00	566,116 84	99.99	.....
January 18, 1872.....	899,750	978,713 38	897,902 18	99.80	93.95
February 1, 1872.....	1,000,000	1,091,919 01	994,914 81	99.49	.....
February 15, 1872.....	1,000,000	1,092,584 13	991,006 01	99.10	.....
February 29, 1872.....	1,000,000	1,091,388 34	984,341 23	98.43	94.02
March 14, 1872.....	1,000,000	1,092,821 91	992,346 80	99.23	.....
March 28, 1872.....	1,000,000	1,095,961 25	992,943 37	99.29	94.05
April 3, 1872.....	1,000,000	1,097,435 25	998,803 41	99.88	.....
April 10, 1872.....	1,000,000	1,100,721 08	998,386 46	99.84	.....
April 17, 1872.....	2,000,000	2,213,295 42	1,996,207 82	99.81	.....
April 24, 1872.....	263,850	294,794 93	263,503 85	99.87	94.15
May 1, 1872.....	691,650	776,203 34	691,495 18	99.98	.....
May 8, 1872.....	5,000	5,640 00	4,963 70	99.27	.....
May 8, 1872.....	4,000,000	4,519,795 84	3,977,818 12	99.44	.....
May 15, 1872.....	3,000,000	3,395,826 68	2,978,795 34	99.29	.....
May 22, 1872.....	2,000,000	2,267,116 41	1,993,069 37	99.65	.....
May 29, 1872.....	2,000,000	2,274,174 67	1,997,079 84	99.85	94.38
June 5, 1872.....	825,950	945,245 28	824,641 46	99.84	.....
June 12, 1872.....	47,850	54,486 79	47,795 42	99.88	.....
June 19, 1872.....	921,900	1,047,373 04	919,756 79	99.77	.....
June 26, 1872.....	1,084,400	1,227,634 17	1,082,808 53	99.85	94.44

2.—Statement by loans, showing net cost in currency and gold of bonds purchased, and average gold cost of all the purchases to July 1, 1872.

Loan.	Principal.	Net cost.	Net cost estimated in gold.	Average cost in gold per \$100 of total purchase to date.
5-20s, 1862.....	\$44,408,350	\$19,670,843 37	\$42,499,932 16	\$95.70
5-20s, March, 1864.....	1,063,500	1,242,567 25	974,024 23	91.59
5-20s, June, 1864.....	35,782,600	40,150,432 03	33,869,985 92	94.65
5-20s, 1865.....	32,265,550	35,903,675 57	30,899,527 94	95.77
Consols, 1865.....	102,508,950	114,915,828 25	97,061,222 67	94.69
Consols, 1867.....	53,536,600	60,551,733 75	49,431,326 47	92.33
Consols, 1868.....	3,070,000	3,570,394 20	2,737,278 78	89.16
Total.....	272,635,550	306,005,474 42	257,473,298 17,	94.44

O.—INTEREST.

I.—COIN COUPONS.

1.—*Coupon interest paid in coin during the fiscal year, by loans and denominations.*

Number of coupons of each loan.	Denominations.	Amount.	Total.
Loans of 1858:			
28,009	Twenty-Five Dollars		\$700, 225 00
Loans of 1860:			
3	Twenty-Five Dollars		75 00
Loan of February 1861, (1881s:)			
9,551	Thirty Dollars		276, 530 00
Oregon War Debt:			
376	Three Dollars	\$1, 128 00	
923	Six Dollars	5, 538 00	
3,389	Fifteen Dollars	50, 835 00	
			57, 501 00
Loan of July and August, 1861, (1881s:)			
6,336	One Dollar and Fifty Cts.	9, 504 00	
28,391	Three Dollars	85, 173 00	
55,166	Fifteen Dollars	827, 490 00	
99,743	Thirty Dollars	2, 992, 290 00	
			3, 914, 457 00
Five-Twenties, 1862:			
139,664	One Dollar and Fifty Cts.	209, 496 00	
381,245	Three Dollars	1, 143, 735 00	
235,121	Fifteen Dollars	3, 526, 815 00	
496,679	Thirty Dollars	14, 900, 370 00	
7	Fractional	19 79	
			19, 780, 435 79
Loan of 1863, (1881s:)			
2,820	One Dollar and Fifty Cts.	4, 230 00	
9,552	Three Dollars	28, 656 00	
11,622	Fifteen Dollars	174, 330 00	
36,596	Thirty Dollars	1, 097, 880 00	
			1, 305, 096 00
Ten-Forties of 1864:			
4,999	Two Dollars and Fifty Cts.	12, 497 50	
16,675	Five Dollars	83, 375 00	
49,602	Twelve Dollars and Fifty Cents	620, 025 00	
86,047	Twenty-Five Dollars	2, 151 175 00	
1,376	Fractional	3, 029 28	
			2, 870, 101 78
Five-Twenties of June, 1864:			
5,645	One Dollar and Fifty Cts.	8, 467 50	
26,430	Three Dollars	79, 290 00	
25,547	Fifteen Dollars	383, 205 00	
66,203	Thirty Dollars	1, 986, 090 00	
			2, 457, 052 50
Five-Twenties of 1865:			
1,163	One Dollar and Fifty Cts.	1, 744 50	
35,987	Three Dollars	107, 961 00	
68,476	Fifteen Dollars	1, 027, 140 00	
202,646	Thirty Dollars	6, 062, 580 00	
			7, 199, 425 50

1.—*Coupon interest paid in coin during the fiscal year, &c.—Continued.*

Number of coupons of each loan.	Denominations.	Amount.	Total.
Consols of 1865 :			
109,047	One Dollar and Fifty Cts.	\$163,570 50	
221,148	Three Dollars	663,444 00	
142,949	Fifteen Dollars	2,144,235 00	
243,437	Thirty Dollars	7,303,110 00	
50	Fractional	500 00	
			\$10,274,859 50
Consols of 1867 :			
173,194	One Dollar and Fifty Cts.	259,791 00	
347,510	Three Dollars	1,042,530 00	
191,808	Fifteen Dollars	2,877,120 00	
330,346	Thirty Dollars	9,910,380 00	
			14,089,821 00
Consols of 1868 :			
20,395	One Dollar and Fifty Cts.	30,592 50	
51,760	Three Dollars	155,280 00	
20,805	Fifteen Dollars	312,075 00	
37,709	Thirty Dollars	1,131,270 00	
			1,629,217 50
Funded Loan of 1881 :			
24,909	Sixty-Two Cents	15,443 58	
13,519	Sixty-Three Cents	8,516 97	
55,577	One Dollar and Twenty-Five Cents	69,471 25	
59,736	Six Dollars and Twenty-Five Cents	373,350 00	
219,197	Twelve Dollars and Fifty Cents	2,739,962 50	
			3,206,744 30
Seven-Thirties of 1861 :			
1	Three Dollars and Sixty-Five Cents		3 65
Texas Indemnity Stock :			
9	Twenty-Five Dollars		225 00

2.—*Recapitulation by Loans.*

Title of loans.	No. of coupons.	Amount.
Loan of 1858	28,009	\$700,225 00
Loan of 1860	8	75 00
Loan of February, 1861, (1881s)	9,551	286,530 00
Oregon War Debt	4,688	57,501 00
Loan of July and August, 1861, (1881s)	189,636	3,914,457 00
Five-Twenties of 1862	1,252,716	19,780,435 79
Loan of 1863, (1881s)	60,590	1,305,096 00
Ten-Forties of 1864	158,699	2,870,101 78
Five-Twenties of June, 1864	123,825	2,457,052 50
Five-Twenties of 1865	307,712	7,199,425 50
Consols of 1865	716,631	10,274,859 50
Consols of 1867	1,042,858	14,089,821 00
Consols of 1868	130,669	1,629,217 50
Funded Loan of 1881	372,938	3,206,744 30
Seven-Thirties of 1861	1	3 65
Texas Indemnity Stock	9	225 00
Total	4,399,535	67,771,770 52

II.—CURRENCY COUPONS.

There were paid in currency one thousand three hundred and sixty-six coupons, of twenty dollars each, from Certificates of Indebtedness of 1870, amounting to \$27,320.

III.—QUARTERLY-INTEREST CHECKS FUNDED LOAN OF 1881.

Issued, paid, and outstanding July, 1872.

Amount of checks issued.....	\$4,924,027 32
Paid by Treasurer, Washington.....	\$42,379 97
Paid by Assistant Treasurer, New York.....	3,513,650 11
Paid by Assistant Treasurer, Philadelphia.....	358,857 45
Paid by Assistant Treasurer, Boston.....	832,719 88
Paid by Assistant Treasurer, Saint Louis.....	4,542 50
Paid by Assistant Treasurer, New Orleans.....	96,997 50
Paid by Assistant Treasurer, San Francisco.....	1,256 24
Paid by Assistant Treasurer, Baltimore.....	24,457 50
Paid by Depositary, Buffalo.....	8,293 75
Paid by Depositary, Chicago.....	1,085 00
Paid by Depositary, Cincinnati.....	6,103 75
Paid by Depositary, Louisville.....	1,250 00
Paid by Depositary, Pittsburgh.....	75 00
Paid by Depositary, Mobile.....	1,250 00
	<hr/>
	4,892,915 6
Amount of checks outstanding.....	<hr/> 31,108 6 <hr/>

P.—TRUST FUNDS.

There remain in the custody of the Treasurer, held by the Secretary of the Treasury in trust for the Smithsonian fund, six per cent. stocks of the State of Arkansas, that matured in 1868, amounting at their par face value, interest excluded, to \$538,000.

There are also held special deposits in sealed packages, the contents and value of which are unknown.

Q.—PAYMENTS BY CHECKS ON OTHER OFFICES.

There were drawn during the year transfer checks on Assistant Treasurers, as follows:

Currency Checks:	
40,254 on New York.....	\$35,594,737 28
2,139 on Boston.....	2,928,134 46
2,733 on Philadelphia.....	2,397,845 34
662 on New Orleans.....	954,309 16
207 on San Francisco.....	185,042 33
	<hr/>
45,995 Currency checks amounting to.....	\$42,060,068 57
Coin Checks:	
7,959 on New York.....	\$173,232,961 46
860 on Boston.....	2,629,437 37
794 on Philadelphia.....	1,378,956 44
8 on New Orleans.....	11,453 93
15 on San Francisco.....	4,667 09
	<hr/>
9,636 Coin checks amounting to.....	177,457,476 29
55,631 Checks, coin and currency.....	<hr/> 219,517,544 86 <hr/>

R.—EMPLOYÉS.

I.—CHANGES IN THE EMPLOYÉS OF THE TREASURER'S OFFICE DURING FISCAL YEAR.

Total force of Treasurer's office June 30, 1871.....	36
Number of persons appointed during fiscal year ending June 30, 1872.....	62
Deceased during same period.....	5
Resigned during same period.....	15
Transferred during same period.....	2
Discharged during same period.....	12
	<hr/>
	34
Total force of Treasurer's office, June 30, 1872.....	<hr/> 74 <hr/>

II.—SALARIES PAID.

The amount disbursed for salaries to the employés of this office during the fiscal year, was as follows:

Regular Roll.....	\$168, 102 93
Temporary Roll.....	228, 435 17
Additional compensation.....	8, 492 65
Total payments during the year.....	<u>405, 030 75</u>

S.—OFFICIAL CORRESPONDENCE.

LETTERS RECEIVED AND TRANSMITTED DURING FISCAL YEAR.

Received by mail, containing money.....	22, 120
Received by mail, containing no money.....	52, 585
Received by express, money-packages.....	38, 157
Total received.....	<u>112, 862</u>

Transmitted by mail, manuscript letters.....	4, 021
Transmitted by mail, printed forms filled in.....	74, 937
Transmitted by mail, drafts payable to order.....	23, 818
Transmitted by express, money-packages.....	32, 586
Total transmitted.....	<u>135, 362</u>

T.—RECEIPTS AND DISBURSEMENTS OF ASSISTANT TREASURERS OF THE UNITED STATES FOR THE FISCAL YEAR.

NEW YORK.

Balance June 30, 1871..... \$66, 556, 612 53

RECEIPTS.

On account of Customs.....	\$153, 615, 390 14
On account of Gold Notes.....	63, 229, 500 00
On account of Internal Revenue.....	6, 603, 666 93
On account of Three Per Cent. Certificates.....	65, 000 00
On account of Post-Office Department.....	7, 553, 093 41
On account of Transfers.....	149, 902, 912 05
On account of Patent Fees.....	32, 092 15
On account of Miscellaneous.....	91, 066, 457 36
On account of Disbursing Accounts.....	276, 382, 900 56
On account of Bullion.....	3, 177, 482 90
On account of Assay Office.....	126, 725 81
On account of Interest, Coin.....	76, 497, 428 34
On account of Interest, Currency.....	2, 690, 029 20
	<u>830, 942, 678 85</u>
	<u>897, 499, 291 38</u>

DISBURSEMENTS.

On account of Treasury Drafts.....	470, 100, 735 37
On account of Post-Office Drafts.....	7, 304, 628 40
On account of Disbursing Accounts.....	273, 982, 053 71
On account of Bullion Account.....	3, 093, 036 72
On account of Assay Office Account.....	144, 131 21
On account of Interest, Coin.....	76, 527, 775 20
On account of Interest, Currency.....	2, 690, 029 20
	<u>833, 842, 389 81</u>
Balance June 30, 1872.....	<u>63, 656, 901 57</u>

BOSTON, MASSACHUSETTS.

Balance, June 30, 1871 \$7,361,451 34

RECEIPTS.

On account of Customs, (coin).....	\$25,522,478 30
On account of Patent Fees.....	30,545 80
On account of Sales of Internal-Revenue Stamps.....	946,343 00
On account of Transfers	19,952,252 14
On account of Miscellaneous	3,177,035 01
On account of Interest Account, (registered).....	6,673,674 72
On account of Post-Office Department	518,275 94
On account of Disbursing Officers' Accounts.....	18,872,593 81
	<hr/>
	75,693,288 72
	<hr/>
	83,054,750 06

DISBURSEMENTS.

On account of Treasury Drafts	\$25,415,263 30
On account of Transfers	15,386,320 88
On account of Interest Account, (registered).....	7,340,057 12
On account of Interest Account, (coupon)	7,142,801 10
On account of Post-Office Department	432,802 24
On account of Disbursing Officers' Accounts	18,625,796 75
	<hr/>
	74,343,041 39
	<hr/>
Balance June 30, 1872.....	8,711,708 67
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PHILADELPHIA, PENNSYLVANIA.

Balance June 30, 1871 \$2,217,514 12

RECEIPTS.

On account of Customs.....	\$3,498,688 76
On account of Internal-Revenue Tax	334,190 30
On account of Internal-Revenue Stamps.....	1,102,882 20
On account of Transfers.....	19,419,040 60
On account of Semi-Annual Duty.....	337,607 23
On account of Patent Fees.....	13,999 10
On account of Post-Offices.....	517,748 56
On account of Disbursing Officers.....	13,426,074 43
On account of Fractional Currency for Redemption.....	3,654,511 22
On account of Interest Funds.....	3,467,927 00
On account of Miscellaneous Funds.....	6,742,373 68
	<hr/>
	57,514,520 29
	<hr/>
	65,732,034 3

DISBURSEMENTS.

On account of Treasury Drafts.....	33,177,587 52
On account of Post-Office Drafts.....	479,060 58
On account of Disbursers' Checks.....	13,317,869 72
On account of Fractional Currency Redeemed.....	3,647,927 22
On account of Interest-Checks.....	6,979,289 16
	<hr/>
	57,601,734 20
	<hr/>
Balance June 30, 1872.....	8,130,300 00
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BALTIMORE MARYLAND.

Balance June 30, 1871 \$2,493,136 22

RECEIPTS.

On account of Disbursing Officers	\$2,223,000 38
On account of Internal Revenue	994,622 38
On account of Duties on Imports	8,077,687 08
On account of Customs	116,746 86
On account of Gold Sales	5,067,828 97

On account of Premiums	\$599, 202 33	
On account of Transfer of Funds	1, 998, 433 96	
On account of Post-Office Department	130, 270 61	
On account of Currency Redemption	250, 679 13	
On account of Semi-Annual Duties	59, 936 50	
On account of Miscellaneous	129, 667 94	
		<u>\$19, 648, 076 14</u>
		22, 141, 202 36

DISBURSEMENTS.

On account of Disbursing-Officers' Checks	2, 111, 921 02	
On account of Drafts and Post-Office Warrants	4, 067, 032 71	
On account of Gold Sales	5, 067, 828 97	
On account of Interest on Public Debt, (Gold)	1, 745, 692 22	
On account of Interest on Public Debt, (Lawful Money)	48, 240 00	
On account of Transfers	7, 637, 238 70	
On account of Five Per Cent. Notes and Interest	1, 196 50	
On account of Currency Redemption	252, 756 02	
On account of Miscellaneous	165 00	
		<u>20, 932, 071 14</u>
Balance June 30, 1872		<u>1, 209, 131 22</u>

SAN FRANCISCO, CALIFORNIA.

Balance June 30, 1871	\$2, 051, 723 41
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RECEIPTS.

On account of Customs	\$8, 425, 130 35	
On account of Internal-Revenue Tax	3, 132, 691 37	
On account of Internal-Revenue Stamps	387, 020 15	
On account of Sales of Land	505, 466 26	
On account of Patent Fees	8, 626 75	
On account of Loans	262, 312 30	
On account of Various Sources	741, 585 59	
On account of Transfers	4, 029, 960 20	
On account of Post-Office Department	280, 819 73	
On account of Disbursing Officers	20, 785, 383 06	
		<u>38, 558, 985 76</u>
		46, 610, 709 17

DISBURSEMENTS.

On account of Treasury Drafts	9, 936, 299 45	
On account of Redemption Public Debt	26, 969 50	
On account of Post-Office Department	326, 301 20	
On account of Disbursing Officers	19, 914, 730 22	
On account of Transfers	9, 486, 000 00	
		<u>39, 690, 300 37</u>
Balance June 30, 1872		<u>6, 920, 408 80</u>

NEW ORLEANS, LOUISIANA.

Balance June 30, 1871	\$2, 920, 308 06
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RECEIPTS.

On account of Transfers	\$5, 995, 362 15	
On account of Customs	5, 732, 489 60	
On account of Disbursing Officers	7, 730, 756 24	
On account of Post-Office Department	612, 206 62	
On account of Miscellaneous	2, 391, 744 33	
		<u>22, 462, 558 94</u>
		25, 382, 867 00

DISBURSEMENTS.

On account of Disbursing Officers.....	\$7,355,398 25	
On account of Post-Office Department.....	502,650 96	
On account of Treasurer United States, General Account,	9,791,121 05	
On account of Legal-Tender Notes Redeemed.....	3,217,000 00	
On account of Fractional Currency Redeemed.....	507,000 00	
On account of Interest.....	90,844 75	
	<hr/>	\$21,464,005 01
Balance June 30, 1872.....		<hr/> 3,918,861 99 <hr/>

ST. LOUIS, MISSOURI.

Balance June 30, 1871.....	\$2,730,827 99
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RECEIPTS.

On account of Transfers.....	\$6,436,920 56	
On account of Duties.....	1,613,205 43	
On account of Revenue.....	632,558 47	
On account of Postal.....	673,974 42	
On account of Officers.....	5,682,397 57	
On account of Miscellaneous.....	2,116,105 63	
	<hr/>	17,155,162 08
		<hr/> 19,886,050 07 <hr/>

DISBURSEMENTS.

On account of Treasurer's Drafts.....	9,066,858 09	
On account of Post-Office Warrants.....	640,636 94	
On account of Disbursing Officers.....	6,188,711 52	
On account of Coin Sales.....	928,487 59	
On account of Coin Interest and Drafts.....	1,118,605 07	
On account of Miscellaneous.....	8,578 26	
	<hr/>	17,951,877 47
Balance June 30, 1872.....		<hr/> 1,934,172 00 <hr/>

CHARLESTON, SOUTH CAROLINA.

Balance June 30, 1871.....	\$395,958 01
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RECEIPTS.

On account of Customs, (Coin).....	\$146,128 59	
On account of Internal Revenue.....	488,027 97	
On account of Miscellaneous.....	1,291,647 37	
On account of Disbursing Officers.....	1,713,945 86	
On account of Post-Office Department.....	268,358 72	
On account of Interest, &c.....	9,921 09	
	<hr/>	3,918,029 60
		<hr/> 4,313,927 61 <hr/>

DISBURSEMENTS.

On account of Treasury Drafts, &c.....	2,157,452 64	
On account of Disbursing Officers' Checks.....	1,655,986 58	
On account of Post-Office Drafts.....	231,781 59	
On account of Interest, &c.....	12,397 82	
	<hr/>	4,057,618 63
Balance June 30, 1872.....		<hr/> 256,368 98 <hr/>
Fractional currency received.....		\$255,500 00
Fractional currency redeemed.....		<hr/> 94,320 49 <hr/>

U.—RECEIPTS AND DISBURSEMENTS OF DESIGNATED DEPOSITARIES OF
THE UNITED STATES FOR THE FISCAL YEAR.

CHICAGO, ILLINOIS.

*Receipts from October 26, 1871, to June 30, 1872.....	\$11,927,714 82
Disbursements from October 26, 1871, to June 30, 1872.....	10,956,528 03
Balance June 30, 1872.....	<u>971,186 79</u>

CINCINNATI, OHIO.

Balance June 30, 1871.....	\$953,363 49
Receipts.....	19,425,116 98
Total.....	<u>20,378,480 47</u>
Disbursements.....	\$19,878,058 89
Balance June 30, 1872.....	500,420 58
Total.....	<u>20,378,480 47</u>

LOUISVILLE, KENTUCKY.

Receipts.....	\$4,273,392 67
Disbursements.....	\$4,131,911 02
Balance June 30, 1872.....	141,481.65
Total.....	<u>4,273,392 67</u>

BUFFALO, NEW YORK.

Balance June 30, 1871.....	\$208,932 04
Receipts.....	3,984,571 55
Total.....	<u>4,193,503 59</u>
Disbursements.....	\$3,922,436 15
Balance June 30, 1872.....	271,067 44
Total.....	<u>4,193,503 59</u>

PITTSBURGH, PENNSYLVANIA.

Balance June 30, 1871.....	\$626,535 47
Receipts.....	4,610,220 65
Total.....	<u>5,236,756 12</u>
Disbursements.....	\$4,861,117 02
Balance June 30, 1872.....	375,639 10
Total.....	<u>5,236,755 12</u>

* As all the books, records, and papers of the Chicago Depositary were destroyed during the great fire, no complete report of the operations of that office from July 1, 1871, to October 26, 1871, can now be obtained.

REPORT ON THE FINANCES.

SANTA FÉ, NEW MEXICO.

Balance June 30, 1871.....	\$286,500 02
Receipts.....	3,421,180 64
Total	<u>3,707,681 46</u>
Disbursements	\$3,417,970 50
Balance June 30, 1872.....	289,710 96
Total	<u>3,707,681 46</u>

TUCSON, ARIZONA.

Balance June 30, 1871.....	\$14,533 11
Receipts	481,484 02
Total	<u>496,017 77</u>
Disbursements	\$152,573 59
Balance June 30, 1872.....	337,444 14
Total	<u>496,017 77</u>

REPORT OF THE REGISTER OF THE TREASURY.

REPORT OF THE REGISTER OF THE TREASURY.

TREASURY DEPARTMENT,
Register's Office, November 15, 1872.

SIR: I have the honor to submit my annual report of the transactions of this Bureau for the last fiscal year.

Among the duties of this office, is that of furnishing the various and oftentimes voluminous statements from the books of this office required by the different Bureaus, members of Congress, and the public generally. These statements frequently embrace the transactions of previous years, sometimes running back even to the formation of the Government. As our centennial anniversary is at hand, it appears to me that a properly classified and arranged published statement of the receipts and expenditures of the Government, showing the amount expended under each head of appropriation, arranged in tabular form, from the inception of the Government, embracing the period of one hundred years, would be of incalculable advantage as a complete and accurate record of the fiscal transactions of the Government, as well as a statistical work of rare value.

I would respectfully suggest the following plan of the work:

RECEIPTS to be classified under two general heads, *current* or *ordinary*, and *extraordinary*.

FIRST.—Current or ordinary to embrace the current and usual annual sources of revenue under the following sub-classifications, viz:

CUSTOMS.—Receipts from each collection district, arranged by States, from customs, steamboat fees, fines, penalties, and forfeitures, surplus emoluments, coastwise intercourse, labor, drayage, and storage, &c.

LANDS.—Receipts from lands arranged by States, registers and receivers' fees, and all other receipts arising from the sales of lands.

DIPLOMATIC.—Receipts from consular fees, consular receipts, &c.

COURTS.—Receipts from fines, penalties, and forfeitures; surplus emoluments, &c.

TRUST FUNDS.—Receipts from interest on stocks and proceeds of sale of bonds held in trust.

MINTS AND ASSAY OFFICES.—Receipts from bullion deposits, profits on coinage, sweeps, &c.

SALES OF GOVERNMENT PROPERTY.—Receipts from sales of custom-houses, marine hospitals, waste paper, old materials, &c.

MISCELLANEOUS.—Embracing receipts from various current sources which cannot be readily classified.

SECOND.—*Extraordinary* to embrace receipts arising from extraordinary sources and intended to be applicable to meet certain emergencies that have arisen or may arise, under the following sub-classification:

LOANS.—Receipts from each loan, stating also for what purpose the loan was effected.

LOANS.—*Premiums* showing the amount of premium received from each loan.

LOANS.—*Interest* showing the amount of interest received from each loan.

INTERNAL REVENUE.—Receipts from each district, arranged by States, from internal revenue, from tax on circulation of national banks, from direct tax, and all other sources of internal revenue.

MILITARY.—Receipts from captured and abandoned property, from confiscations, from commutation from drafted persons, from deserters, &c.

NAVY.—Receipts from sales of prize-vessels, sales of vessels condemned for being engaged in the slave-trade, &c.

It is purposed to give only a general outline of the plan of classification. As the work progresses it will probably be found expedient to vary somewhat, to amplify, to condense, or otherwise modify any general plan laid down, in order that the largest and most varied amount of information may be classified in the most concise and satisfactory manner, aggregating, as far as practicable, the receipts from sources of a like character together.

Expenditures to be classified as follows:

CIVIL.—Embracing the legislative, executive, judiciary, and territorial, classifying first all compensation accounts, second all miscellaneous and contingent, and sub-classified as follows:

LEGISLATIVE.—Senate, House of Representatives, Library of Congress, Botanic Garden, Public Printing, and Court of Claims.

EXECUTIVE.—Executive proper, Department of State, Treasury Department, Independent Treasury, Interior, Internal Revenue, War Department, Navy Department, Post-Office Department, Agricultural Department, &c.

JUDICIARY.—Expenses of courts, compensation of judges, marshals, attorneys, &c.

TERRITORIAL.—Compensation of governor, judges, &c.; compensation and mileage of members, contingent expenses.

CUSTOMS:

GENERAL ACCOUNTS.—Expenses collecting revenue, revenue-cutters, service, &c., arranged by ports.

REFUNDING ACCOUNTS.—Repayments to importers, debentures and drawbacks, and all other refunding accounts.

PUBLIC BUILDINGS.—Repairs, furniture, and repairs, fuel and miscellaneous items for public buildings.

CUSTOM-HOUSES.—Expenses for construction and repair, arranged by States.

MARINE HOSPITALS.—Expenses for construction and repair, arranged by States.

LIGHT-HOUSE ESTABLISHMENT.—Expenses for construction and repair, arranged by States.

MISCELLANEOUS, embracing such accounts as cannot readily be classified.

INTERNAL REVENUE:

GENERAL ACCOUNT.—Expenses collecting and assessing the internal revenue, arranged by districts.

REFUNDING ACCOUNTS.—Allowance or drawbacks, and all other refunding accounts.

MISCELLANEOUS, embracing such accounts as cannot readily be classified.

INTERIOR, (CIVIL:)

SURVEYS.—Expenses of surveys of public lands.

REFUNDING ACCOUNTS.—Repayment for lands erroneously sold, arranged by States; deposits by individuals for expenses of surveys, and all other refunding accounts.

FIVE PER CENT. FUND of the net proceeds for the sales of public lands arranged by States.

MISCELLANEOUS, embracing such accounts as cannot readily be classified.

PUBLIC BUILDINGS.—Expenditures on account of the public buildings in Washington; 1st, all compensation accounts; 2d, all for repairs; 3d, all construction accounts.

IMPROVEMENT OF AVENUES, STREETS, ETC.—1st, compensation accounts; 2d, all for repairs; 3d, all construction accounts.

PRESIDENTIAL.—1st, all compensation accounts; 2d, all for repairs; 3d, for refurnishing; 4th, for construction.

MISCELLANEOUS, embracing such accounts as cannot readily be classified.

MINT ESTABLISHMENT, expenses of buildings, compensation accounts, wages of workmen, contingent and miscellaneous.

COURT-HOUSE, POST-OFFICE, cost of sites, expenses of buildings, repairs, contingent and miscellaneous.

COAST SURVEY, classified under the appropriate heads.

INTERIOR, arranged under the general heads of *pensions* and *Indians*.

MILITARY ESTABLISHMENT, arranged by Bureaus, giving details of the expenditures for forts, improvement of harbors and rivers, arranged by States.

NAVAL ESTABLISHMENT, to be arranged by Bureaus.

PUBLIC DEBT.—Expenditures on account of the public debt, classified under the heads of *principal*, *premium*, and *interest*.

As in the receipts it is only proposed to give a general outline of the plan of classification, the detail of the work will necessarily modify any general plan that might be laid down. It would be the aim of those engaged in the compilation to so classify and arrange both the receipts and expenditures from 1776 to 1876, so as to condense such items as are of minor importance, and to amplify and enlarge upon such as are frequently required.

In connection with the foregoing I would respectfully suggest the propriety of establishing in this Bureau a division of reports and statements, the duties of which would be—

First. The compilation and preparation of the receipts and expenditures for publication annually in accordance with the law of Congress of December 30, 1871.

Second. Furnishing the statistical information annually required from this office for the estimates of appropriations, finance report, and Register's report.

Third. Compiling the various statements required by the governmental Departments, members of Congress, &c.

Fourth. The compilation, as above suggested, of the receipts and expenditures of the Government from 1776 to 1876, inclusive.

The want of a properly organized division, under the head of a competent person, to whom all letters of inquiry requiring statistical information could be referred, and whose duty it would be to furnish the multifold and valuable information annually required, has long been felt to be desirable instead of the present method of referring sometimes to one clerk and sometimes to another, resulting in frequent apparently incongruous and contradictory statements upon the same subject.

There are at present engaged upon the three first-mentioned objects a force of four clerks. Should this force be increased to six clerks, and a division, as suggested, established, the work could readily be accomplished without adding greatly to the expenses of the Bureau. It seems to me that the benefits to be derived are so apparent and so great that the additional expenses should not prevent the adoption of a plan which, if adopted, is calculated to secure uniformity and correctness in all reports emanating from this office.

Not presuming to assume that these suggestions are the best that could be devised to secure the object in view, I yet think them worthy of being submitted for your consideration, and hope they may meet your sanction and approval.

The report of business transacted is submitted under the head of the division to which it appertains.

DIVISION OF RECEIPTS AND EXPENDITURES—J. H. BEATTY, CHIEF OF DIVISION.

The following statement exhibits the work of the division for the year:

The number of warrants issued during the year for civil, diplomatic, miscellaneous, internal revenue, and public debt expenditures was.....	19 '8
In the preceding year.....	19 '85
Increase	3
The number of warrants issued for receipts from customs, lands, direct tax, internal revenue, and miscellaneous sources, was.....	11 '8
In the preceding year.....	10 '84
Increase	1 '84
The number of warrants issued for payments and repayments in the War, Navy, and Interior (Pension and Indian) Departments, was.....	7 '87
In the preceding year.....	7 '86
Increase	0
The number of journal pages required for the entry of accounts relating to the civil, diplomatic, internal revenue, miscellaneous, and public debt receipts and expenditures was.....	4 '8
In the preceding year.....	4 '85
Increase	0
The number of drafts registered was.....	34 '8
In the preceding year.....	29 '85
Increase	5 '85
The number of certificates furnished for the settlement of accounts was....	10 '86
In the preceding year.....	9 '85
Increase	1
The number of accounts received from the offices of the First and Fifth Auditors and Commissioner of the General Land Office, was....	31 '8
In the preceding year.....	28 '85
Increase	3 '85

The work of compiling the receipts and expenditures of the Government is being kept up as far as the settlement of the public accounts will permit.

The manuscript for the fiscal year ending June 30, 1870, will be ready for the printer by the 1st of December next.

In the report for 1871 your attention was called to the fact that the work of this division has been materially increased by the act of July 12, 1870. The experience of the past year has demonstrated that this increase has been much greater than anticipated, involving nearly a third more labor to the division, while the force remains substantially the same as it was prior to the passage of the law.

LOAN DIVISION—HARTWELL JENISON, CHIEF OF DIVISION.

The amount of bonds issued during the fiscal year was :

Original issues	\$133, 433, 730
Coupon-bonds converted into registered	36, 919, 800
Transfers	156, 476, 150
Total	326, 829, 680

The amount of bonds canceled during the year was :

Coupon-bonds exchanged for registered	\$36, 919, 800
Registered bonds transferred	156, 476, 150
Coupon and registered bonds redeemed	208, 693, 500
Total	402, 089, 450

The total number of coupon and registered bonds issued during the year was ..	176, 715
Total number canceled	324, 323

This embraces only a portion of the actual redemptions during the year, as the bonds pass through the hands of the accounting officers before reaching this office.

About \$50,000,000 coupon-bonds, purchased by the Secretary, have been received, registered, canceled, and turned over to the burning committee. These bonds are first canceled by the assistant treasurer, before transmittal to the Treasurer. They also receive additional cancellation in every stage of accountability, rendering any improper use of them impossible.

The vault account shows that there have been received from the Bureau of Printing and Engraving 44,766 sheets of registered bonds, amounting to \$301,225,000; and 209,500 sheets of coupon-bonds of the funded loan of 1881, amounting to \$142,300,000, of which there is \$80,061,550 still on hand; 21,436,550 signed and sealed, and ready for delivery.

The payment of interest on the funded loan of 1881, by coin checks, meets with general approval.

Heretofore, only the names of the payees on the consolidated interest schedules have been printed, but for the next January dividend, payable at New York, the whole of the schedule will be printed, thus materially reducing the great amount of clerical work, heretofore necessary, both here and in the office of the assistant treasurer.

The following statement shows the number of cases, number and amount of registered and coupon-bonds issued and canceled during the fiscal year:

Statement showing the number of cases, number and amount of registered and coupon bonds issued and canceled during the year ending June 30, 1872.

Loans.	ISSUED.							
	Direct issues.			Exchanges.		Transfers.		Total issue.
	No. of cases.	Bonds issued.	Amount.	No. of cases.	Bonds issued.	No. of cases.	Bonds issued.	Amount.
1847								
1848								
1850, Texan indemnity								
1858								
1860								
1861, February 8				16	35			
Oregon war								
1861, July 17	2	4	\$3,100	187	511			
1862				108	322			
1863				50	185			
1864, 5.20%								
1864, 10-40%				170	493			
1864, June 30				65	150			
1865				41	108			
Consols of 1865								
Consols of 1867				330	1,010			
Consols of 1869	6	12	1,900	559	1,879			
Pacific Railroad				216	568			
Funded loan of 1861	2	6	4,680					
War-bounty scrip	1,217	131,006	133,434,050	658	4,669			
Total	1,227	131,628	133,433,730	2,430	9,910	7,191	35,177	156,476,130
								326,829,680

Statement showing the number of cases, &c.—Continued.

Loans.	CANCELED.						
	Redemptions.		Exchanges.		Transfers.		Total canceled.
	No. of cases.	Bonds canceled.	Amount.	No. of bonds.	Amount.	No. of bonds.	
1847	2	2	\$500				\$500
1848							68,000
1849, Texan indemnity	2	68	68,000			243	647,000
1850							46,000
1851	6	22	46,000	169	\$106,000	485	1,631,000
1861, February 8						114	50,150
1861, July 17				3,064	1,537,400	3,571	13,342,900
1862	2,970	125,856	125,065,700	1,543	715,400	8,761	33,850,950
1863				610	929,150	1,008	6,196,350
1864, 5-20s	19	145	645,600			1,113	4,417,900
1864, 10-40s				4,558	1,001,050	3,656	12,991,050
1864, June 30	387	11,548	23,821,650	541	346,450	2,621	10,566,300
1865	336	8,885	18,837,700	400	334,000	3,277	13,677,900
Consols of 1865	330	36,004	25,956,700	5,361	2,086,650	6,266	18,130,300
Consols of 1867	234	23,924	13,779,750	26,760	3,587,450	6,740	17,788,200
Consols of 1868	75	1,354	315,550	4,613	1,455,000	1,620	2,638,000
Pacific Railroad						3,954	19,337,000
Funded loan of 1861	3	13	26,300	24,505	23,099,250	1,380	5,119,850
War bounty scrip	2	2	50				50
Total	4,366	207,863	305,693,500	72,344	36,919,800	44,139	156,476,150
							402,069,450

NOTE AND COUPON DIVISION—LEWIS D. MOORE, CHIEF OF DIVISION.

The following is a statement of the work performed in this division during the fiscal year:

Treasury notes (upper halves) counted, assorted, arranged, registered, and examined:		
854 One-year five per cent. Treasury notes.....		\$18.75
125 Two-year five per cent. Treasury notes.....		8.10
18 Two-year five per cent. (coupon) notes		1.60
997 Total		27.75

Three-year six per cent. Treasury notes:		
216 notes act of March 3, 1863		\$8.15
6,391 notes, act of June 30, 1864		183.10
6,607 Total		191.25

Gold certificates:		
26,410 act of March 3, 1863.....		\$52,179.00
Five and six per cent. interest notes (whole) received from the Comptroller counted, verified, and delivered to the United States Treasurer:		
7,604 notes, amounting to		\$219.04

Seven-thirty coupon Treasury notes received, counted, assorted, arranged, registered, examined, and compared:

5 notes act July 17, 1861.....		\$3.25
199 notes act June 30, 1864, (1st series).....		21.30
260 notes act March 3, 1865, (2d series).....		47.50
568 notes act March 3, 1865, (3d series).....		52.50
1,032 Total		124.55

Five-twenty and other bonds registered, examined, scheduled, compared, and delivered to the committee:

	Amount.	Coupons.
1,339 bonds act June 14, 1858.....	\$1,339,000	\$10,250
1,016 bonds act June 22, 1860.....	1,016,000	
1,098 bonds act February 8, 1861.....	1,098,000	24.15
9,756 bonds act July 17 and August 5, 1861.....	6,034,350	194.49
13,209 Total	9,487,350	229.79

Detached Coupons:		
Number counted, assorted, and arranged numerically.....		4,880.74
Registered.....		4,431.25
Examined and compared.....		11,768.25

NOTES AND FRACTIONAL CURRENCY DIVISION—CHARLES NEALE, CHIEF OF DIVISION.

The following statement exhibits the number of notes and amount of fractional currency, Treasury notes, national-bank notes (of such banks as are broken or have gone into voluntary liquidation) counted, examined, canceled, and destroyed, by burning, during the fiscal year, viz:

	Number of notes.	Amount.
Legal-tender notes.....	8,645,319	\$52,064.97
Legal-tender notes, (series of 1860).....	4,956,173	9,313.15
National-bank notes	412,100	2,877.40
Demand notes	709	3.50
Postal currency.....	136,000	22.15
Fractional currency, (second issue).....	192,000	57.50
Fractional currency, (third issue).....	6,688,000	1,575.00
Fractional currency, (fourth issue).....	118,672,000	10,692.00
Fractional currency, (fourth issue, second series).....	19,442,000	2,784.00
Total	159,160,301	160,073.77

Discounted money, counted by the committee, and record kept in this office, viz:

Legal-tender notes	\$107,958 00
Legal-tender notes, (series 1869)	15,768 00
Demand notes	24 25
Postal currency	197 00
Fractional currency, (second issue)	156 06
Fractional currency, (third issue)	25,237 09
Fractional currency, (fourth issue)	5,659 64
Fractional currency, (fourth issue, second series)	1,038 95
Total	156,038 99
The number of notes counted this year was	159,160,301 00
The number of notes counted last year was	152,837,601 00
Showing an increase of	6,322,700 00
The amount of the notes counted this year was	\$100,073,738 00
The amount of the notes counted last year was	147,334,359 40
Showing a decrease of	47,260,621 40

TONNAGE DIVISION—W. P. TITCOMB, CHIEF OF DIVISION.

The tonnage employed in foreign trade has decreased 14,495 tons, and the tonnage employed in home trade has increased 169,634 tons, making a total increase in the tonnage of the country of 155,139 tons, as shown in the following table:

	1871.		1872.	
	Vessels.	Tons.	Vessels.	Tons.
Registered, (foreign trade)	2,721	1,425,142	2,699	1,410,647
Enrolled and licensed, (home trade)	26,930	2,857,465	28,415	3,027,099
Total	29,651	4,282,607	31,114	4,437,746

The comparison of the various classes of vessels is as follows:

	1871.		1872.	
	Vessels.	Tons.	Vessels.	Tons.
Sailing-vessels	17,298	2,286,155	17,655	2,323,375
Steam-vessels	3,567	1,087,637	3,753	1,111,552
Barges	1,472	260,343	1,621	286,106
Canal-boats	7,314	648,472	8,085	704,713
Total	29,651	4,282,607	31,114	4,437,746

This shows an increase in the number of vessels of each class as well as in the aggregate.

The proportion of the steam tonnage of the country employed in foreign trade is 15 per centum.

The increase in the aggregate tonnage of the country during the fiscal year—1,463 vessels, 155,139 tons—is made up as follows:

The sailing tonnage has increased 39,220 tons; the steam tonnage

has increased 23,915 tons; the barge tonnage has increased 35,763 tons; and the canal tonnage has increased 56,241 tons.

SHIP-BUILDING.

The total amount of tonnage built in the country during the last two years, with the numbers of vessels and amount of tonnage of each class, is shown below:

	1871.		1872.	
	Vessels.	Tons.	Vessels.	Tons.
Sailing-vessels	756	97, 176	645	77, 700
Steam-vessels	302	87, 842	292	82, 100
Barges	929	46, 632	168	24, 000
Canal-boats	468	41, 386	538	40, 000
Total	1, 755	273, 226	1, 643	223, 800

The amount of tonnage built during the year ended June 30, 1872, was 64,174 tons less than during the preceding year. The number of vessels built was smaller by 112.

The number of vessels built, and the amount of tonnage of each class, (with the exception of canal-boats,) are less than in 1871.

The canal-boat tonnage built is greater by 70 boats—4,631 tons.

The following statement exhibits the amount of tonnage built within the several grand divisions of the country during the past two years:

	1871.	1872.
Atlantic and Gulf coasts	\$150, 925	\$120, 000
Pacific coast	5, 334	10, 000
Northern lakes	43, 897	40, 000
Western rivers	73, 080	80, 000
Total	273, 226	250, 000

The number of iron vessels built during the year is the same as during the preceding year, but the tonnage is less.

Below is shown the tonnage of iron vessels built in the United States from 1868 to 1872:

	Tonnage built.				
	1868.	1869.	1870.	1871.	1872.
Sailing-vessels	None.	1, 039	679	2, 067	1, 100
Steam-vessels	2, 801	3, 545	7, 602	13, 412	12, 000
Total	2, 801	4, 584	8, 281	15, 479	13, 100

Of the iron vessels built during the past year one, a propeller of 1,175 tons, built at New York, was designed for foreign trade, and one iron steamer was built at Wilmington, Delaware, destined for Brazil. The remainder were for the home trade.

THE FISHERIES.

The tonnage engaged in the cod and mackerel fisheries and whale fisheries during the years 1869, 1870, 1871, and 1872 is as follows:

	1869.		1870.		1871.		1872.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Cod and mackerel	1,714	62,704	2,292	91,460	2,426	92,865	2,385	97,546
Whale fisheries.....	311	70,202	299	67,954	249	61,480	217	51,608

The tonnage employed in the cod and mackerel fisheries has increased somewhat for the past three years.

The following table shows the amount of tonnage employed in the cod and mackerel fisheries, with the percentage belonging in each State:

State.	Tons.	Per cent.
Massachusetts	66,263	70
Maine	18,780	19.2
Connecticut	4,392	4.5
New Hampshire	3,419	3.5
New York	1,815	1.9
Rhode Island	867	0.9
Total	97,546	100

The amount of tonnage employed in the whale fisheries continues to decline. The whole amount on the 30th day of June, 1872, was 217 vessels, 51,608 tons; a decrease since 1871 of 32 vessels, 9,881 tons, as shown below:

Ports.	1871.		1872.	
	Vessels.	Tons.	Vessels.	Tons.
New Bedford	187	51,442	166	44,320
New London	22	3,877	19	3,113
Barnstable	20	1,839	19	1,671
Edgartown	5	1,854	4	1,296
Nantucket	5	729	3	467
Salem and Beverly	5	785	2	348
Sag Harbor, N. Y.	2	261	2	261
San Francisco	3	602	2	132
Total	249	61,489	217	51,608

From the above statement it will be seen that 85 per cent. of the tonnage employed in the whale fisheries hails from New Bedford.

In closing I deem it proper to state that the organization of the Bureau remains substantially the same as at the date of my last report, except in the tonnage division. Joseph Nimmo, jr., esq., having resigned to accept of the office of supervising inspector of steamboats, W. P. Titcomb, esq., of the loan division, has been promoted to that office.

The aggregate number of persons employed in this Bureau at this date is 223, showing a reduction of 12 since June, 1871, and it will be

my aim to keep the number as low as may be consistent with the prompt performance of official duties.

I take great pleasure in bearing testimony to the general good conduct and efficiency of those engaged in the public service in this Bureau.

I remain, with great respect, your obedient servant,

JOHN ALLISON.

HON. GEORGE S. BOUTWELL,
Secretary of the Treasury.

Statement of the number of persons employed in each district of the United States for the collection of customs, during the fiscal year ending June 30, 1872, with their occupation and compensation, per act of March 3, 1849.

District, number of persons, and occupation.	Agg. compensation.	District, number of persons, and occupation.	Agg. compensation.
ARROSTOOK, ME.		BANGOR, ME.—Continued.	
1 collector	\$1,500 00	1 inspector	\$320 00
1 deputy collector	1,460 00	1 temporary inspector	800 00
4 deputy collectors	4,380 00	1 occasional inspector	100 00
2 special inspectors	2,920 00	1 weigher, gauger, &c.	1,500 00
2 inspectors	1,460 00	1 night-watchman	75 00
		1 janitor	250 00
PASSAMAQUODDY, ME.		CASTINE, ME.	
1 collector	3,000 00	1 collector	1,700 00
1 surveyor	2,000 00	1 special deputy collector and inspector	1,000 00
1 deputy collector and inspector	2,000 00	1 special deputy collector and inspector	900 00
1 deputy collector and inspector	1,464 00	3 special deputy collectors & inspectors	1,000 00
1 deputy collector and inspector	972 00	1 special inspector	1,000 00
3 deputy collectors and inspectors	3,294 00		
1 deputy collector and inspector	915 00	BELFAST, ME.	
1 deputy collector and inspector	732 00	1 collector	1,315 00
3 inspectors	3,294 00	1 inspector	1,000 00
3 inspectors	2,745 00	1 deputy collector	1,000 00
1 inspector	975 00	1 deputy collector	1,150 00
1 inspector	732 00	1 deputy collector	1,000 00
1 inspector	729 00	1 deputy collector	500 00
1 aid to the revenue	1,098 00	1 deputy collector	500 00
1 aid to the revenue	400 00	1 temporary inspector	900 00
1 watchman	915 00	1 janitor	250 00
2 watchmen	1,464 00		
1 watchman	452 00	WALDOBOROUGH, ME.	
1 clerk	339 00	1 collector	2,250 00
1 janitor	360 00	1 special deputy collector	1,000 00
		1 deputy collector, inspector, &c.	1,250 00
NACHIAS, ME.		1 deputy collector, inspector, &c.	1,250 00
1 collector	1,861 37	1 deputy collector, inspector, &c.	1,114 00
1 special deputy collector	1,095 00	1 deputy collector, inspector, &c.	1,000 00
1 deputy collector	912 50	1 deputy collector, inspector, &c.	720 00
1 deputy collector	739 00	1 deputy collector, inspector, &c.	720 00
3 inspectors	2,190 00	1 deputy collector, inspector, &c.	720 00
		1 deputy collector, inspector, &c.	720 00
FRENCHMAN'S BAY.		1 deputy collector, inspector, &c.	720 00
1 collector	850 00		
1 special deputy collector	1,200 00	WISCASSET, ME.	
3 deputy collectors	1,800 00	2 deputy collectors and inspectors	2,100 00
1 deputy collector	744 00	1 inspector, &c.	1,000 00
1 inspector	1,116 00	1 temporary inspector	500 00
1 inspector	500 00		
1 United States store-keeper	360 00	BATH, ME.	
		1 collector	2,512 00
BANGOR, ME.		1 deputy collector, inspector, weigher, gauger, and measurer	1,500 00
1 collector	2,439 00	1 inspector, weigher, gauger, and measurer	1,500 00
1 deputy collector	1,800 00	2 inspectors	2,000 00
1 deputy collector	1,277 00	1 deputy collector and inspector	1,000 00
1 deputy collector	1,095 00		
3 inspectors	3,285 00		

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons, and occupation.	Agg. compensation.	District, number of persons, and occupation.	Agg. compensation.
BATH, ME.—Continued.		VERMONT, VT.—Continued.	
inspector	\$600 00	1 deputy collector	\$800 00
inspector	500 00	5 deputy collectors	3,000 00
inspector	350 00	1 deputy collector	500 00
inspector	147 00	4 deputy collectors	3,650 00
PORTLAND AND FALMOUTH.		1 customs clerk	1,200 00
collector	6,400 00	1 customs clerk	1,000 00
deputy collectors	9,000 00	1 bond clerk	1,000 00
clerks	4,500 00	30 inspectors	27,375 00
clerk	1,319 06	1 inspector	1,095 00
clerk	2,400 00	1 inspector	548 00
clerk	1,100 00	1 inspector	800 00
clerk	3,000 00	10 inspectors and tally boys	3,650 00
surveyor	4,500 00	3 watchmen	2,190 00
deputy surveyor	2,500 00	1 revenue boatman	6-4 00
superintendent warehouses and clerk	1,500 00	1 revenue boatman	450 00
store-keepers	2,928 00	NEWBURYPORT, MASS.	
store-keepers	3,844 50	1 collector	1,637 00
appraiser	3,000 00	1 surveyor	508 00
assistant appraiser	2,500 00	1 deputy collector and inspector	1,095 00
examiner	1,800 00	1 inspector	1,085 00
weighers, gaugers, and measurers	4,000 00	1 weigher, gauger, measurer, and inspector	1,095 00
occasional weighers, gaugers, and measurers	3,430 04	1 inspector	250 00
inspectors	4,372 00	2 store-keepers	798 00
inspectors	23,754 00	1 janitor	
inspectors	5,490 00	GLOUCESTER, MASS.	
inspectors	1,464 00	1 collector	3,000 00
inspector	628 00	1 deputy collector	1,500 00
temporary inspectors	2,946 00	1 clerk	1,000 00
boatmen	1,464 00	2 inspectors	2,980 00
porter, appraiser's office	428 00	2 inspectors	2,190 00
porter, custom-house	550 00	2 inspectors	1,460 00
marker	720 00	2 inspectors	600 00
SACO, ME.		1 janitor	885 00
collector	344 45	1 surveyor	250 00
deputy collector	450 00	7 weighers and store-keepers	
inspector	500 00	SALEM AND BEVERLY, MASS.	
inspector	100 00	1 collector	1,166 00
store-keeper	92 00	1 surveyor	780 00
KENNEBUNK, ME.		1 deputy collector and inspector	1,460 00
collector	Fees 192 00	1 clerk and inspector	1,460 00
inspector	600 00	1 weigher and gauger	1,500 00
inspectors	468 00	1 inspector	1,000 00
YORK, ME.		6 inspectors	6,570 00
collector, for salary, fees, &c.	269 23	1 inspector	774 00
inspector	100 00	1 inspector	225 00
PORTSMOUTH, N. H.		1 boatman	480 00
collector	1,948 22	1 boatman	300 00
surveyor	438 68	1 janitor	480 00
deputy collector and inspector	1,460 00	MARBLEHEAD, MASS.	
deputy collector and inspector	250 00	1 inspector and special deputy collector	915 00
inspector, weigher, gauger, and measurer	1,500 00	1 inspector	420 00
inspectors	4,380 00	1 inspector, acting temporary weigher, gauger, and measurer	672 00
inspector	650 00	1 inspector	366 00
auditor	500 00	1 boatman	100 00
VERMONT, VT.		1 collector	380 62
collector of customs	2,500 00	BOSTON AND CHARLESTOWN, MASS.	
deputy collector	2,000 00	1 collector	6,400 00
deputy collector	1,800 00	1 auditor	3,500 00
deputy collector	1,600 00	2 deputy collectors	6,000 00
deputy collector	3,000 00	1 deputy collector, Hingham	700 00
deputy collectors	8,400 00	1 deputy collector, Cohasset	700 00
deputy collectors	7,000 00	1 cashier	3,000 00
deputy collector	900 00	1 assistant cashier	2,200 00
		1 clerk	2,500 00

Statement of the number of persons employed for the collection of customs, &c.—Continued

District, number of persons, and occupation..	Agg. com- pensation.	District, number of persons, and occupation.	Agg. com- pensation.
BOSTON AND CHARLESTOWN—Cont'd.		BARNSTABLE, MASS.—Continued	
1 clerk	\$2,400 00	1 aid to the revenue	\$300 00
2 clerks	4,400 00	1 clerk	75 00
4 clerks	8,000 00	1 janitor	50 00
4 clerks	7,200 00	1 boatman	12 00
7 clerks	11,900 00		
8 clerks	12,000 00	PALM RIVER, MASS.	
23 clerks	32,200 00	1 collector	\$715 00
8 clerks	10,400 00	1 deputy collector, inspector, weigher, gauger, and measurer	1,500 00
6 clerks	7,200 00	1 permanent inspector, weigher, and measurer	1,500 00
9 clerks	9,900 00	1 permanent inspector, weigher, gauger, and measurer	1,250 00
5 clerks	5,000 00	1 temporary inspector	250 00
1 janitor	1,200 00	3 temporary night inspectors	90 00
4 messengers	3,000 00	1 weigher, gauger, and measurer	425 00
0 messengers	4,212 00		
1 engineer	1,100 00	NEW BEDFORD, MASS.	
1 assistant engineer	702 00	1 collector	1,050 00
1 superintendent of warehouses	1,800 00	1 deputy collector and inspector	1,000 00
4 store-keepers paid by Government	5,840 00	1 inspector	1,000 00
21 store-keepers paid by merchants	30,660 00	1 inspector, weigher, measurer, and gauger	1,000 00
4 assistant store-keepers	3,200 00	1 clerk	1,000 00
9 weighers	18,000 00	1 janitor	500 00
4 gaugers	5,940 00	1 inspector	300 00
4 measurers	5,940 00	1 inspector	150 00
19 foremen to weighers and gaugers	19,000 00	1 inspector	1,000 00
15 foremen to measurers	15,000 00	2 inspectors	16 00
59 inspectors	86,140 00	1 inspector	12 00
35 temporary inspectors	44,712 50		
50 night inspectors	54,750 00	EDGARTOWN, MASS.	
4 revenue boatmen	3,650 00	1 collector	1,000 00
1 revenue boat messenger	1,095 00	2 deputy collectors and inspectors	2,000 00
175 laborers	48,100 00	3 temporary inspectors	1,000 00
30 laborers	15,800 00	2 night inspectors	1,000 00
1 naval officer	5,000 00	1 revenue boatman	250 00
1 deputy naval officer	2,500 00		
1 deputy naval officer	2,000 00	NANTUCKET, MASS.	
6 clerks	10,000 00	1 collector	1,000 00
4 clerks	6,400 00	1 deputy collector and inspector	600 00
2 clerks	2,400 00	1 inspector	600 00
1 messenger	800 00		
1 surveyor	4,500 00	PROVIDENCE, R. I.	
1 deputy surveyor	2,500 00	1 collector	5,000 00
1 clerk	1,800 00	1 deputy collector, inspector, and measurer	1,500 00
1 clerk	1,500 00	4 inspectors, weighers, gaugers, and measurers	5,000 00
1 clerk	1,400 00	1 inspector, weigher, gauger, and measurer	1,500 00
1 messenger	850 00	2 inspectors, coastwise	1,000 00
1 general appraiser	3,000 00	2 inspectors, foreign	2,000 00
2 appraisers	6,000 00	3 inspectors for measuring lumber	1,000 00
2 assistant appraisers	5,000 00	1 inspector, permanent	1,000 00
3 clerks	6,000 00	1 inspector at Pawtucket	1,000 00
7 clerks	12,600 00	1 inspector at East Greenwich	500 00
2 clerks	3,200 00	1 boatman at Providence	400 00
1 clerk	1,500 00	1 boatman at Pawtucket	1,000 00
4 clerks	5,600 00	1 messenger and store-keeper	400 00
6 clerks	7,200 00	1 store keeper	3,000 00
1 examiner of drugs	1,000 00	1 appraiser	900 00
1 messenger	950 00		
1 messenger	850 00	BRISTOL AND WARREN, R. I.	
2 laborers	1,600 00	1 collector	250 00
10 laborers	8,250 00	1 permanent inspector	1,000 00
PLYMOUTH, MASS.		1 permanent inspector	250 00
1 collector	579 95	2 temporary inspectors	300 00
1 inspector	1,098 00	1 temporary inspector	300 00
1 inspector	600 00	2 gaugers	400 00
1 inspector	400 00	1 measurer	400 00
1 inspector	300 00		
1 inspector	200 00		
BARNSTABLE, MASS.			
1 collector	1,750 00		
1 deputy collector and inspector	1,095 00		
1 deputy collector and inspector	900 00		
2 deputy collectors and inspectors	1,500 00		
1 deputy collector and inspector	800 00		
1 deputy collector and inspector	500 00		
1 deputy collector and inspector	400 00		
1 inspector	400 00		

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons, and occupation.	Agg. compensation.	District, number of persons, and occupation.	Agg. compensation.
BRISTOL AND WARREN, R. I.—Cont'd.		SAG HARBOR, N. Y.—Continued.	
boatman	\$216 00	1 inspector	\$234 00
store-keepers	42 00	1 inspector	180 00
		1 inspector	120 00
		1 inspector	
NEWPORT, R. I.		NEW YORK CITY, N. Y.	
collector	1,062 30	1 collector	6,400 00
superintendent of lights		1 assistant collector	5,000 00
agent marine hospital		1 auditor	7,000 00
deputy collector	1,200 00	1 assistant auditor	4,000 00
permanent inspectors	2,196 00	1 assistant auditor	3,500 00
inspector at Dutch Island	600 00	1 cashier	5,000 00
inspector at New Shoreham	200 00	1 assistant cashier	3,500 00
inspector at North Kingston	300 00	8 deputy collectors	24,000 00
occasional inspectors	1,124 00	4 clerks	12,000 00
weigher, gauger, and measurer		1 clerk	2,800 00
boatman	27 18	9 clerks	22,500 00
janitor and boatman	472 82	12 clerks	26,400 00
		33 clerks	66,000 00
STONINGTON, R. I.		38 clerks	62,400 00
inspector	500 00	2 clerks	3,400 00
inspector	400 00	36 clerks	57,600 00
temporary inspector	15 00	45 clerks	67,500 00
boat-keeper	144 00	50 clerks	70,000 00
surveyor	150 00	71 clerks	85,200 00
weigher	1,125 00	1 clerk	1,100 00
deputy collector		28 clerks	28,000 00
collector	1,726 15	9 clerks	8,100 00
		1 clerk	850 00
NEW LONDON, CONN.		34 clerks	27,200 00
collector and disbursing agent	2,984 62	1 clerk	600 00
clerk	1,800 00	3 messengers	1,413 00
inspectors	1,000 00	2 ushers	2,200 00
inspector	200 00	2 carpenters	2,562 00
inspector, weigher, gauger, and measurer	985 32	1 engineer	1,500 00
		4 foremen	2,800 00
MIDDLETOWN, CONN.		8 watchmen	8,000 00
collector	1,169 81	4 Sunday-watchmen	520 00
deputy collector	1,200 00	13 porters	9,360 00
inspectors	739 00	266 inspectors	389,424 00
store-keeper	100 00	7 inspectresses	7,686 00
janitor	600 00	1 captain night-inspectors	1,600 00
		2 lieutenants night-inspectors	2,400 00
NEW HAVEN, CONN.		116 night-inspectors	127,368 00
collector	3,000 00	19 weighers	47,500 00
deputy collector	2,000 00	8 gaugers	16,000 00
inspectors and clerks	3,000 00	1 assistant collector, Jersey City	2,000 00
weighers, measurers, and gaugers	3,000 00	1 inspector at Troy	1,464 00
inspector	1,277 50	1 surveyor at Troy	250 00
inspector	1,186 25	97 store-keepers	142,008 00
inspector	1,095 00	1 assistant store-keeper	1,000 00
inspector	1,095 00	9 inspectors for measuring vessels	13,176 00
night-watchman	1,095 00	1 measurer of marble	2,000 00
boatman and night-watchman	650 00	1 superintendent, Castle Garden	2,000 00
night-watchman	400 00	2 inspectors, Castle Garden	2,928 00
messenger and porter	500 00	1 store-keeper, Castle Garden	1,464 00
janitor	660 00	1 assistant store-keeper, Castle Garden	1,000 00
inspector	72 00	1 appraiser at large	3,000 00
inspector	60 00	1 appraiser	4,000 00
inspector	48 00	10 assistant appraisers	30,000 00
		1 clerk to general appraisers	2,500 00
FAIRFIELD, CONN.		18 examiners	45,000 00
collector	1,767 66	10 examiners	22,000 00
deputy collector, inspector, weigher, gauger, and measurer	1,500 00	13 examiners	26,000 00
inspectors	325 00	12 examiners	21,600 00
night-inspector	27 00	2 examiners	3,200 00
		8 examiners	12,000 00
SAG HARBOR, N. Y.		1 examiner of marble	1,500 00
collector	592 77	6 clerks	8,400 00
deputy collector	300 00	39 clerks	46,800 00
surveyor	253 25	1 clerk	1,100 00
		8 clerks	8,000 00
		8 messengers	7,200 00
		2 openers and packers	2,355 00
		96 openers and packers	80,103 00
		1 naval officer	5,000 00
		3 deputies	7,500 00

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons and occupation.	Agg. compensation.	District, number of persons, and occupation.	Agg. compensation.
NEW YORK CITY, N. Y.—Continued.		OSWEGO, N. Y.—Continued.	
1 auditor	\$2,500 00	2 deputy collectors and inspectors	\$1,300 00
1 chief clerk	2,500 00	1 clerk	1,000 00
9 clerks	19,800 00	2 clerks	2,000 00
2 clerks	4,000 00	2 clerks	2,400 00
16 clerks	28,800 00	1 clerk	687 50
25 clerks	40,000 00	1 clerk	850 00
12 clerks	16,800 00	1 clerk	720 00
5 clerks	6,000 00	1 janitor	550 00
3 messengers	3,000 00	5 store-keepers	3,600 00
1 messenger	800 00	1 store-keeper	300 00
1 surveyor	4,500 00	1 store-keeper	340 00
4 deputies	10,000 00	1 warehouse superintendent	1,464 30
6 clerks	9,000 00		
5 clerks	7,000 00	ORNESEKE, N. Y.	
3 messengers	2,700 00	1 collector	2,300 00
4 clerks	5,200 00	1 special deputy collector	1,400 00
1 porter	720 00	8 deputy collectors	5,800 00
		11 inspectors	5,475 00
ALBANY, N. Y.		4 temporary inspectors	400 00
1 surveyor	3,000 00	1 inspectress	720 00
1 deputy surveyor	1,460 00	1 clerk	900 00
1 inspector	1,095 00		
1 clerk	480 00	NIAGARA, N. Y.	
CHAMPLAIN, N. Y.		1 collector	2,500 00
1 collector	2,500 00	1 deputy collector and inspector	1,400 00
1 deputy collector and cashier	1,800 00	1 deputy collector and inspector	1,500 00
1 deputy collector and clerk	1,600 00	13 deputy collectors and inspectors	11,350 00
1 deputy collector and clerk	1,350 00	4 deputy collectors and inspectors	2,300 00
1 deputy collector and clerk	1,100 00	1 deputy collector and inspector	600 00
1 deputy collector and inspector	1,200 00	1 deputy collector and inspector	1,050 00
8 deputy collectors and inspectors	7,500 00	1 deputy collector and watchman	1,300 00
4 inspectors	3,600 00	1 deputy collector and watchman	910 00
1 inspector	450 00	1 special inspector	1,400 00
1 deputy collector and inspector	700 00	1 live-stock inspector	1,300 00
1 deputy collector and inspector	572 50	7 inspectors	6,400 00
6 inspectors	2,810 00	1 inspector	720 00
1 inspector and night-watch	535 00	1 inspector	650 00
1 inspectress	357 50	1 inspector	560 00
1 boatman	250 00	2 inspectors	1,000 00
		1 clerk	900 00
OSWEGATCHIE, N. Y.		1 female examiner	500 00
1 collector	2,500 00		
1 deputy collector	1,800 00	BUFFALO CREEK, N. Y.	
2 deputy collectors and clerks	3,000 00	1 collector	2,500 00
1 deputy collector	1,500 00	1 deputy collector	2,000 00
1 deputy collector and inspector	1,800 00	1 deputy collector at Grand Trunk Railroad	1,464 00
6 deputy collectors	4,800 00	3 deputies	3,200 00
1 deputy inspector	1,200 00	1 deputy	1,300 00
2 inspectors	2,196 00	1 deputy	1,200 00
5 inspectors	4,575 00	1 cashier United States depository	1,000 00
1 inspector	732 00	1 clerk	1,000 00
1 inspectress	314 00	1 clerk	1,200 00
		1 clerk and inspector	1,464 00
CAPE VINCENT, N. Y.		1 clerk	300 00
1 collector	2,500 00	2 inspectors	2,200 00
1 special deputy collector and inspector	1,500 00	18 inspectors	19,764 00
1 deputy collector and inspector	1,200 00	2 inspectors	1,750 00
9 deputy collectors and inspectors	7,875 00	1 watchman United States depository	830 00
2 inspectors	2,150 00	1 night-clearance deputy	642 00
5 inspectors	4,115 00	1 janitor	600 00
		1 fireman	600 00
OSWEGO, N. Y.			
1 collector	4,500 00	DUNKIRK, N. Y.	
1 special deputy collector	2,000 00	1 collector	1,317 00
1 deputy collector and clerk	1,416 49	1 special deputy collector	912 00
1 deputy collector and inspector	1,464 00	2 inspectors	1,825 00
5 inspectors	5,490 00		
5 inspectors	3,900 00	NEWARK, N. J.	
2 inspectors	1,376 00	1 collector	1,785 00
1 deputy collector and inspector	915 00	1 deputy collector	1,400 00
		1 inspector	1,400 00

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons, and occupation.	Agg. compensation.	District, number of persons and occupation.	Agg. compensation.
PERTH AMBOY, N. J.		PHILADELPHIA, PA.—Continued.	
1 collector	\$1,848 19	1 clerk	\$1,800 00
1 deputy collector	1,200 00	1 clerk	1,600 00
3 inspectors	2,058 00	2 clerks	2,800 00
1 inspector	730 00	4 clerks	5,200 00
2 inspectors	1,200 00	1 messenger	912 50
6 boatmen	1,068 60	1 surveyor	5,000 00
		1 deputy surveyor	2,500 00
LITTLE EGG HARBOR, N. J.		1 clerk	1,500 00
4 inspectors	1,686 00	1 clerk	1,346 61
2 boatmen	1,395 00	1 clerk	975 07
		1 clerk	400 00
GREAT EGG HARBOR, N. J.		3 clerks, admeasurement	3,285 00
1 collector	664 87	1 messenger	912 50
1 inspector	549 00	1 marker	912 50
1 boatman	402 00	1 general appraiser	3,000 00
		1 clerk	1,400 00
BRIDGETOWN, N. J.		1 messenger	912 50
1 collector	621 54	1 local appraiser	3,000 00
2 deputy collectors	150 00	2 assistant appraisers	5,000 00
		1 examiner	1,800 00
BURLINGTON, N. J.		2 examiners	3,000 00
1 collector	447 11	2 examiners	2 8 0 00
1 deputy collector		1 clerk	1,600 00
		3 clerks	4,200 00
PHILADELPHIA, PA.		9 packers	\$,033 75
1 collector	6,000 00	1 watchman	\$21 25
2 deputy collectors	6,000 00	1 messenger	912 50
1 cashier	2,500 00	1 store-keeper, port	1,500 00
1 assistant cashier	1,350 00	1 clerk	1,400 00
1 assistant cashier	350 00	1 first foreman	352 50
1 clerk	2,500 00	1 first foreman	900 00
1 clerk	1,800 00	1 second foreman	912 50
1 clerk	49 45	2 watchmen	1,925 00
2 clerks	3,156 04	1 marker	900 00
9 clerks	12,623 08	1 sampler	1,000 00
11 clerks	14,300 00	1 superintendent warehouse	1,800 00
1 clerk	23 08	9 assistant store-keepers	13,140 00
1 assistant collector, Camden	1,500 00	4 bargemen	3,650 00
1 messenger	912 50	1 janitor appraiser's stores	1,046 76
1 fireman	912 50	1 janitor custom-house	\$03 16
1 porter	912 50	1 examiner of drugs	1,000 00
2 night-watchmen	\$,190 00		
1 surveyor at Chester	500 00	ERIE, PA.	
54 day inspectors	78,512 00	1 collector	1,000 00
11 temporary inspectors	15,872 00	2 deputy collectors and inspectors	2,700 00
11 temporary inspectors	3,960 00	1 temporary inspector	1,128 50
22 temporary inspectors	336 00	1 temporary inspector	855 50
4 temporary inspectors	610 00	1 temporary inspector	429 00
1 messenger	912 50	1 temporary inspector	246 50
1 inspector at Bristol	547 50	1 temporary inspector	231 00
1 inspector at Marcus Hook	547 50	1 temporary inspector	192 50
1 inspector at Lasaretto	500 00	1 temporary inspector	186 41
20 night-inspectors	32,607 00		
7 night-inspectors, temporary	7,587 00	PITTSBURGH, PA.	
2 night-inspectors, temporary	788 00	1 surveyor	4,500 00
1 night-inspector, captain	1,460 00	1 deputy surveyor	1,400 00
1 night-inspector, lieutenant	1,200 00	1 clerk	900 00
1 chief weigher	2,000 00	1 janitor and messenger	940 00
4 assistant weighers	3,600 00		
10 beamsmen	8,610 00	DELAWARE, DEL.	
2 beamsmen, temporary	342 00	1 collector	2,370 77
1 beamsmen, temporary	169 00	3 deputy collectors and inspectors	2,900 00
5 assistant weighers	3,650 40	3 inspectors	2,400 00
1 weigher's clerk	1,364 62	4 oarsmen	1,200 00
1 weigher's clerk	164 84		
1 weigher's clerk	96 90	BALTIMORE, MD.	
1 weigher's clerk	1,400 00	2 deputy collectors	6,000 00
1 foreman to laborers	912 50	1 deputy collector at Havre de Grace	1,200 00
1 gauger	1,485 00	1 auditor	2,500 00
1 gauger, temporary	1,485 00	1 cashier	2,500 00
1 measurer	1,485 00	1 deputy cashies	1,200 00
1 measurer, assistant	1,095 00	1 clerk	2,000 00
1 naval officer	5,000 00	10 clerks, (8 part of year)	14,850 00
1 deputy naval officer	2,500 00	4 clerks, (3 part of year)	5,311 84
		3 clerks, (4 part of year)	5,866 67

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons, and occupation.	Agg. com- pensation.	District, number of persons, and occupation.	Agg. com- pensation.
BALTIMORE, MD.—Continued.		ANNAPOLIS, MD.—Continued.	
4 clerks	\$6,766 52	1 surveyor	\$127 00
1 clerk	1,300 00	1 temporary inspector	182 00
11 clerks, (7 and 10 part of year)	11,071 98	1 permanent inspector	24 00
1 superintendent of building	1,200 00	1 boatman	14 00
1 janitor of building	912 50	1 boatman	45 00
2 messengers, (366 days)	1,830 00	1 boatman	24 00
1 messenger, (part of year)	587 06	1 boatman	21 00
1 porter, (366 days)	915 00		
2 messengers, (part of year)	561 00		
49 inspectors, (45 part of year)	66,868 00		
1 inspectress	800 00	TOWN CREEK, MD.	
1 inspector at Havre de Grace	40 00	1 surveyor	150 00
Special day-inspectors during year	1,714 00		
1 captain of the watch, (366 days)	1,464 00	EASTERN, MD.	
1 lieutenant of the watch	1,200 00	2 deputy collectors and inspectors	2,535 00
6 watchmen	6,588 00	1 collector	1,300 00
3 watchmen, (additional, building)	2,040 00		
43 night-inspectors, (40 part of year)	44,100 00		
Special night-inspectors during year	2,898 00	GEORGETOWN, D. C.	
2 debenture markers	1,830 00	1 collector	1,702 25
1 secret aid to the revenue	1,098 00	2 deputy collectors and inspectors	2,400 00
1 messenger, (barge-office, 366 days)	915 00	1 deputy collector and inspector	1,225 75
1 United States weigher	2,000 00	1 inspector	163 17
1 clerk to weigher	1,400 00	1 laborer and janitor	255 00
1 clerk to weigher	1,200 00		
16 assistant weighers, (14 part of year)	17,128 49		
Markers, laborers, and messenger, weigher's department, during year	33,675 31	ALEXANDRIA, VA.	
1 United States measurer	1,500 00	1 collector	739 00
2 assistant measurers	2,196 00	1 deputy collector	1,500 00
Special measurers and laborers, during year	353 03	1 deputy collector	1,000 00
2 United States gaugers	3,000 00	2 inspectors	2,160 00
1 clerk and store-keeper, (No. 1)	1,800 00	1 janitor	60 00
1 clerk	1,200 00		
1 foreman	1,200 00	TAPPANNOCK, VA.	
5 porters, (4 part of year)	4,400 00	1 collector	375 00
1 messenger, (part of year,) at \$3 per diem	1,032 00	1 special deputy collector	350 00
1 engineer	1,000 00		
1 fireman, (366 days)	915 00	YORKTOWN, VA.	
1 superintendent at \$1,800 per annum, and 22 store-keepers private bonded warehouse at \$1,460 per annum, \$32,758; paid monthly by proprietors of private bonded warehouses		1 collector	565 00
1 general appraiser	3,000 00	1 deputy collector and inspector	730 00
1 clerk to general appraiser	1,400 00	1 special deputy collector	1,400 00
2 local appraisers	6,000 00		
1 clerk	1,800 00	RICHMOND, VA.	
6 examiners, (4 part of year)	7,475 80	1 collector	3,391 00
6 clerks, (4 part of year)	6,983 16	1 deputy collector	1,400 00
1 clerk	1,200 00	1 clerk	1,400 00
1 foreman, openers and packers	1,200 00	3 inspectors	4,300 00
6 openers and packers, (4 part of year)	5,010 50	1 inspector	100 00
6 porters, (4 part of year)	5,010 50	1 janitor	500 00
1 messenger	915 00	1 watchman	700 00
1 deputy naval officer	2,500 00		
1 clerk	1,800 00	PETERSBURGH, VA.	
1 clerk	1,600 00	1 collector	1,250 00
5 clerks	7,500 00	1 deputy and clerk	1,400 00
1 clerk	1,200 00	1 inspector	1,400 00
1 messenger, (366 days)	915 00	1 porter and messenger, &c.	504 00
1 deputy surveyor	2,500 00	1 revenue boatman	100 00
1 clerk	1,600 00	1 janitor	500 00
1 clerk	1,500 00		
1 aid to surveyor	1,460 00	NORFOLK AND PORTSMOUTH, VA.	
1 clerk, (366 days)	1,317 60	1 collector	3,331 00
1 clerk	1,200 00	1 deputy collector	1,400 00
1 messenger, (366 days)	915 00	2 clerks	2,000 00
1 collector, (compensation not reported)		1 clerk	1,200 00
		8 inspectors	11,600 00
		1 night-inspector	1,000 00
		2 night-inspectors	1,500 00
		1 United States weigher	1,500 00
		1 watchman	912 50
		4 boatmen	1,900 00
		1 janitor	500 00
		1 United States measurer	411 25
ANNAPOLIS, MD.			
1 collector	1,141 57		
1 surveyor	262 15		

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons, and occupation.	Agg. compensation.	District, number of persons, and occupation.	Agg. compensation.
CERRYSTONE, VA.		CHARLESTON, S. C.—Continued.	
1 collector	\$1,134 89	1 gauger	\$334 32
1 inspector and deputy collector	1,095 00	1 store-keeper paid by proprietors	1,460 00
1 inspector and deputy collector	1,038 00	1 store-keeper of bonded warehouses	1,095 00
1 boatman	333 50	1 messenger	1,000 00
2 boatmen	55 00	2 porters	1,400 00
3 temporary watchmen	312 00	1 porter	600 00
WHEELING, WEST VA.		4 bargemen	2,920 00
1 surveyor	1,292 05	1 appraiser	1,500 00
1 janitor	540 00	1 appraiser	1,487 50
PARKERSBURGH, WEST VA.		BEAUFORT, S. C.	
1 surveyor	350 00	1 collector	1,326 07
ALBEMARLE, N. C.		1 inspector	1,098 00
1 collector	1,312 00	2 boatmen	690 00
1 special deputy collector	1,000 00	SAVANNAH, GA.	
1 deputy collector	1,098 00	1 collector, (compensation as collector, compensation from shares, fines, &c., and in other capacities, not reported.)	4,000 00
1 deputy collector	1,464 00	1 deputy collector	2,500 00
2 boat hands	480 00	2 clerks	4,000 00
1 coast inspector	366 00	1 clerk	1,600 00
PAMLICO, N. C.		4 clerks	6,000 00
1 collector, Newberne	1,431 94	1 clerk	1,200 00
1 deputy collector, weigher, gauger, &c., Newberne	1,460 00	1 clerk	1,000 00
1 deputy collector and inspector, Newberne	1,460 00	2 appraisers	3,000 00
1 deputy collector and inspector, Washington	1,460 00	1 appraiser's clerk	1,500 00
1 deputy collector and inspector, Portsmouth	730 00	1 weigher and gauger	1,500 00
2 revenue boatmen, Portsmouth	600 00	13 inspectors	18,980 00
1 inspector, Hatteras	360 00	1 inspector	1,095 00
2 revenue boatmen, Hatteras	600 00	3 inspectors, temporary	3,250 00
BEAUFORT, N. C.		21 inspectors, night	19,162 50
1 collector	1,214 67	1 store-keeper	1,200 00
1 inspector	747 00	1 store keeper	900 00
1 temporary inspector	30 00	1 janitor	1,000 00
1 weigher	39 69	2 porters	720 00
1 boatman	300 00	4 boatmen	2,880 00
WILMINGTON, N. C.		1 surveyor	1,363 50
1 collector	2,900 00	1 surveyor's clerk	1,500 00
1 deputy collector	2,000 00	BRUNSWICK, GA.	
1 clerk	1,500 00	1 collector	2,700 00
7 inspectors	10,220 00	2 deputy collectors and inspectors	2,190 00
1 weigher, gauger, and measurer	1,500 00	1 inspector	1,095 00
1 store-keeper	511 00	6 boatmen	2,520 00
4 boatmen	1,440 00	SAINT MARY'S, GA.	
GEORGETOWN, S. C.		1 collector	983 50
1 collector	548 86	1 deputy collector and inspector	1,460 00
1 inspector	1,095 00	1 boatman	420 00
2 boatmen	1,200 00	1 boatman	360 00
CHARLESTON, S. C.		FERNANDINA, FLA.	
1 collector	6,400 00	1 collector	1,283 15
1 deputy collector	2,200 00	1 deputy collector and inspector	1,460 00
2 clerks	3,089 35	1 inspector	1,095 00
2 clerk	2,800 00	1 inspector	730 00
1 clerk	1,500 00	1 boatman and porter	420 00
1 clerk	1,300 00	1 boatman	360 00
8 day-inspectors	11,600 00	1 boatman	322 00
1 day inspector, temporary	120 00	1 boatman	305 00
5 night-inspectors	4,562 50	SAINT JOHN'S, FLA.	
1 night inspector	692 50	1 collector	1,137 82
3 watchmen	2,190 00	3 inspectors	3,660 00
1 watchman	642 00	4 boatmen	1,440 00
1 weigher and measurer	1,500 00	SAINT AUGUSTINE, FLA.	
		1 collector	542 77
		2 deputy collectors and inspectors	2,920 00
		1 inspector	1,095 00
		6 boatmen	2,160 00

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons, and occupation.	Agg. compensation.	District, number of persons, and occupation.	Agg. compensation.
KEY WEST, FLA.		NEW ORLEANS, LA.—Continued.	
1 collector.....	\$3,400 00	1 entry clerk.....	\$2,500 00
1 special deputy collector and clerk.....	1,800 00	1 assistant cashier.....	2,000 00
1 chief clerk and accountant.....	1,500 00	2 clerks.....	4,000 00
2 clerks.....	1,500 00	16 clerks.....	28,576 25
3 inspectors.....	4,300 00	10 clerks.....	18,350 00
1 inspector and night-watchman.....	1,460 00	9 clerks.....	15,991 31
1 janitor.....	567 93	9 clerks.....	13,351 25
1 messenger.....	300 00	2 clerks.....	2,400 00
4 boatmen.....	1,440 00	2 clerks.....	2,400 00
SAINT MARK'S FLA.		3 clerks.....	3,547 25
1 collector.....	1,250 00	1 clerk.....	917 50
3 deputy collectors.....	4,350 00	1 custom-house superintendent.....	1,689 75
6 revenue boatmen.....	2,160 00	1 messenger.....	1,100 00
APPALACHICOLA, FLA.		2 messengers.....	2,000 00
1 collector.....	1,200 00	1 messenger.....	475 00
1 deputy collector, at \$4 per day.....	300 00	3 messengers.....	2,136 25
1 messenger.....	300 00	1 messenger.....	400 01
4 temporary boatmen at \$2.50 per day, each.....		2 messengers.....	1,040 00
PENSACOLA, FLA.		1 messenger.....	650 07
1 collector.....	3,000 00	3 messengers.....	1,457 75
3 deputy collectors.....	3,955 00	1 clerk.....	117 50
7 inspectors.....	7,665 00	1 engineer.....	1,450 07
1 night inspector.....	1,095 00	1 carpenter.....	1,450 07
4 revenue boatmen.....	1,920 00	7 laborers.....	7,160 00
1 janitor.....	600 00	8 watchmen.....	6,975 00
MOBILE, ALA.		1 deputy collector.....	352 51
1 collector.....	6,250 00	1 general appraiser.....	3,000 00
1 deputy collector.....	2,500 00	2 appraisers.....	5,505 50
1 cashier and book-keeper.....	3,000 00	1 assistant appraiser.....	2,500 00
1 auditor.....	1,800 00	6 examiners.....	10,000 00
1 weigher and ganger.....	1,800 00	1 sampler.....	1,500 00
1 entrance and collector's clerk.....	1,800 00	4 chief laborers.....	4,000 00
2 auditor's clerks.....	3,000 00	18 laborers.....	15,246 63
1 superintendent public warehouses.....	1,464 00	1 special examiner of drugs.....	1,000 00
1 admeasurer.....	1,464 00	1 warehouse superintendent.....	2,500 00
8 inspectors.....	11,712 00	17 store-keepers.....	24,690 61
3 inspectors.....	3,294 00	12 laborers.....	8,565 61
2 night-inspectors.....	1,830 00	1 weigher.....	2,000 00
1 night-watchman.....	1,098 00	8 deputy weighers.....	11,212 50
1 day-watchman.....	203 00	2 gaugers.....	2,400 50
1 messenger.....	600 00	1 measurer.....	1,500 00
1 bargeman.....	600 00	37 laborers.....	24,331 02
5 oarsmen.....	2,700 00	4 laborers.....	4,195 50
3 store-keepers.....	4,392 00	50 inspectors.....	86,644 00
1 store-keeper.....	1,088 00	5 boarding-officers.....	5,334 00
1 temporary inspector.....	342 00	2 night-inspectors and lookout.....	2,190 00
1 appraiser of merchandise.....	3,000 00	15 river inspectors.....	15,630 00
PEARL RIVER, MISS.		39 night-inspectors.....	42,377 00
1 collector.....	500 00	21 boatmen.....	14,576 24
1 deputy collector and inspector.....	678 00	TECHER, LA.	
2 boatmen.....	660 00	1 collector.....	750 00
VICKSBURG, MISS.		6 inspectors.....	6,342 00
1 collector.....	532 20	TEXAS	
1 deputy collector.....		1 collector.....	4,500 00
NATCHEZ, MISS.		1 clerk.....	2,000 00
1 collector.....	501 80	1 clerk.....	1,400 00
NEW ORLEANS, LA.		5 clerks.....	8,000 00
1 collector.....	6,000 00	2 deputy collectors and inspectors.....	3,000 00
1 special deputy.....	2,505 00	1 weigher, gauger, &c.....	1,500 00
2 deputy collectors.....	5,505 00	1 surveyor.....	1,000 00
1 auditor.....	2,505 00	1 surveyor.....	350 00
1 cashier.....	2,500 00	8 boatmen.....	7,200 00
		1 boatman.....	600 00
		2 store-keepers bonded warehouses.....	2,920 00
		16 inspectors.....	23,434 00
		1 assistant in appraiser's store.....	1,250 00
		1 assistant weigher, gauger, &c.....	930 00
		1 night-watchman.....	1,000 00
		1 messenger.....	722 00
		SALVIA, TEXAS.	
		1 collector.....	2,000 00
		1 surveyor.....	600 00
		1 deputy collector and clerk.....	2,000 00

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons, and occupation.	Agg. compensation.	District, number of persons, and occupation.	Agg. compensation.
SALUBIA, TEX.—Continued.		LOUISVILLE, KY.—Continued.	
1 deputy collector	\$1,500 00	1 clerk	\$1,200 00
1 clerk	1,460 00	1 inspector	912 50
3 mounted inspectors	4,380 00	1 laborer, bonded warehouse	46 00
2 inspectors	2,820 00	CINCINNATI, OHIO.	
1 porter and messenger	25 00	1 surveyor	3,000 00
1 revenue boatman	600 00	1 appraiser	3,000 00
COMFUS CHEROKEE, TEX.		1 deputy surveyor	2,000 00
1 collector	2,500 00	1 entry clerk	1,500 00
1 special deputy collector and clerk	1,800 00	1 warehouse clerk	1,000 00
1 clerk	1,500 00	2 inspectors	2,095 00
6 deputy collectors and inspectors	8,784 00	1 invoice clerk	1,000 00
2 inspectors	2,928 00	1 weigher and measurer	1,460 00
2 inspectors	1,830 00	3 store-keepers	2,550 00
1 inspector	762 50	1 measuring clerk	1,252 00
1 inspector	25 00	1 porter for appraiser	600 00
4 mounted inspectors	5,856 00	1 janitor	480 00
1 mounted inspector	1,220 00	CUYAHOGA, OHIO.	
1 mounted inspector	244 00	1 collector	2,500 00
1 mounted inspector	248 00	1 deputy collector	1,400 00
1 mounted inspector	1,004 00	1 special collector and clerk	1,600 00
1 mounted inspector	432 00	1 special collector and clerk	1,200 00
1 mounted inspector	932 00	1 special collector and clerk	930 00
1 mounted inspector	728 00	1 United States appraiser	3,000 00
1 store-keeper	900 00	1 deputy collector and inspector	1,464 00
1 porter	420 00	1 deputy collector and inspector	1,098 00
BRAZOS DE SANTIAGO, TEX.		1 deputy collector and inspector	1,008 00
1 collector	4,500 00	1 deputy collector and inspector	1,038 00
1 deputy collector and cashier	2,500 00	1 night deputy collector and inspector	1,098 00
1 deputy collector and book-keeper	2,500 00	1 night deputy collector and inspector	575 00
1 deputy collector and inspector	2,400 00	1 weigher and gauger	915 00
1 deputy collector and inspector	2,000 00	1 deputy collector at Fairport	480 00
1 bond clerk	2,000 00	1 deputy collector at Ashtabula	300 00
1 store-keeper, weigher, gauger, &c.	1,800 00	1 deputy collector at Conneaut	300 00
1 statistical clerk	1,600 00	1 deputy collector at Black River	300 00
1 clerk and inspector	1,600 00	1 night watchman	915 00
6 mounted inspectors	14,640 00	1 janitor and porter	720 00
6 inspectors	8,780 00	1 fireman	640 00
1 inspector	1,098 00	1 lumber measurer and inspector	1,140 00
1 messenger	600 00	1 lumber measurer and inspector	644 00
1 revenue boatman	480 00	1 lumber measurer and inspector	644 00
PASO DEL NORTE, TEX.		SANDUSKY, OHIO.	
1 collector	2,000 00	1 collector	1,960 00
3 deputies	4,500 00	1 deputy collector	1,090 00
4 deputies	4,000 00	1 deputy collector and inspector	913 00
1 deputy	300 00	1 deputy collector and inspector	600 00
5 mounted inspectors	6,375 50	1 deputy collector and inspector	300 00
1 night watchman	600 00	3 deputy collectors and inspectors	600 00
MEMPHIS, TENN.		1 clerk	600 00
1 surveyor	3,000 00	MIAMI, OHIO.	
1 appraiser	3,000 00	1 collector	2,580 00
1 clerk	1,200 00	1 special deputy collector	1,500 00
2 store-keepers	157 31	1 deputy collector	1,300 00
1 messenger	600 00	4 inspectors	4,380 00
NASHVILLE, TENN.		DETROIT, MICH.	
1 surveyor	1,714 10	1 collector	3,573 50
PADUCAH, KY.		1 special deputy collector	2,250 00
1 surveyor	652 18	1 deputy collector and clerk	1,500 00
LOUISVILLE, KY.		1 deputy collector and inspector	1,467 02
1 surveyor	3,000 00	1 deputy collector and clerk	1,433 50
1 appraiser	3,000 00	1 deputy collector and inspector	1,400 54
1 customs clerk	1,500 00	1 deputy collector and inspector	1,367 02
1 recording clerk	1,100 00	1 deputy collector and inspector	1,300 00
1 inspector, customs	1,460 00	2 deputy collectors and inspectors	2,425 00
		2 deputy collectors and inspectors	2,000 00
		2 deputy collectors and inspectors	1,600 00
		1 deputy collector and inspector	700 00
		1 deputy collector and inspector	600 00
		1 deputy collector and inspector	523 33

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons, and occupation.	Agg. compensation.	District, number of persons, and occupation.	Agg. compensation.
DETROIT, MICH.—Continued.		MICHIGAN, MICH.	
1 deputy collector and inspector.....	\$300 00	1 collector.....	\$2 50
4 deputy collectors and inspectors.....	800 00	1 deputy collector and clerk.....	1 50
1 deputy collector and inspector.....	120 00	2 deputy collectors and inspectors.....	1 50
1 deputy collector and inspector.....	90 00	2 deputy collectors and inspectors.....	7 50
1 inspector.....	1,460 00	2 deputy collectors and inspectors.....	7 50
1 inspector.....	1,003 75	1 deputy collector and inspector.....	1 50
4 inspectors.....	4,000 00	1 deputy collector and inspector.....	1 50
1 inspector.....	949 00	1 deputy collector and inspector.....	1 50
1 inspector.....	912 50	2 deputy collectors and inspectors.....	6 50
2 inspectors.....	1,760 00	2 deputy collectors and inspectors.....	4 50
4 inspectors.....	2,800 00	1 deputy collector and inspector.....	1 50
3 inspectors.....	1,800 00	1 deputy collector and inspector.....	1 50
2 inspectors.....	1,000 00	1 deputy collector and inspector.....	1 50
1 inspector.....	360 00	1 deputy collector and inspector.....	1 50
2 inspectors.....	600 00	1 deputy collector and inspector.....	1 50
1 inspector.....	240 00		
3 inspectors.....	360 00	NEW ALBANY, IND.	
1 deputy collector.....	753 00	1 surveyor.....	35 00
1 deputy collector.....	240 00		
1 deputy collector.....	200 00	EVANSVILLE, IND.	
1 inspectress.....	360 00	1 surveyor.....	2 00
1 janitor.....	800 00	1 clerk.....	1 00
1 appraiser.....	2,046 19	1 appraiser.....	3 00
		1 store-keeper.....	50 00
HURON, MICH.			
1 collector.....	2,500 00	CHICAGO, ILL.	
1 special deputy collector.....	2,000 00	1 collector.....	4 00
1 cashier and book-keeper.....	1,500 00	1 deputy collector.....	3 00
1 bond and entry clerk.....	1,200 00	1 deputy collector.....	2 50
1 marine clerk.....	1,095 00	2 deputy collectors.....	3 00
1 general clerk.....	1,095 00	1 deputy collector.....	1 00
1 deputy in charge of Grand Trunk Crossing.....	1,460 00	1 deputy collector.....	1 00
1 deputy in charge of Grand Trunk warehouse.....	1,229 00	1 auditor.....	1 00
3 inspectors at Grand Trunk Crossing*.....	3,285 00	1 cashier.....	1 00
1 inspector at Grand Trunk Crossing*.....	821 25	1 accountant and disbursing clerk.....	1 00
4 inspectors at Grand Trunk Crossing*.....	4,380 00	1 corresponding clerk.....	1 00
1 deputy at Great Western Crossing*.....	972 00	1 clerk.....	1 00
1 deputy at Great Western Crossing*.....	587 50	1 clerk.....	1 00
1 deputy at Great Western Crossing*.....	470 00	1 clerk.....	1 00
1 inspector at London, Ontario.....	366 00	1 clerk.....	1 00
1 deputy at Sarnia Ferry.....	912 50	4 clerks.....	6 00
1 night deputy at Sarnia Ferry.....	825 00	2 clerks.....	1 00
1 inspectress at Sarnia Ferry.....	240 00	1 surveyor.....	3 00
1 special inspector.....	996 50	1 appraiser.....	3 00
2 special inspectors.....	1,825 00	1 examiner.....	1 25
1 special inspector.....	575 00	1 clerk.....	30 00
1 watchman and porter.....	730 00	1 opener and packer.....	2 00
1 deputy collector at Bay City.....	1,095 00	1 special inspector.....	1,404 00
1 deputy collector at Saint Clair.....	800 00	2 inspectors.....	2 50
1 deputy collector at Marine City.....	800 00	10 inspectors.....	12 50
1 deputy collector at East Saginaw.....	600 00	3 inspectors.....	3 50
1 deputy collector at Algonac.....	420 00	6 inspectors.....	6 15
1 deputy collector at Alpena.....	360 00	3 inspectors.....	2 50
1 deputy collector at Lexington.....	180 00	2 inspectors.....	1 00
1 deputy collector at Sand Beach.....	160 00	1 watchman.....	50 00
1 inspector at Toronto, Ontario, (coin)*.....	1,460 00	1 watchman.....	50 00
1 inspector at Toronto, Ontario, (coin)*.....	912 50	1 porter.....	50 00
1 inspector at Stratford, Ontario, (coin)*.....	1,460 00	1 janitor.....	60 00
SUPERIOR, MICH.			
1 collector.....	2,900 00	GALENA, ILL.	
2 deputy collectors.....	2,400 00	1 surveyor.....	50 00
1 deputy collector.....	800 00	1 clerk.....	50 00
1 deputy collector.....	500 00		
1 deputy collector.....	400 00	QUINCY, ILL.	
1 deputy collector.....	300 00	1 surveyor.....	2 50
2 deputy collectors.....	720 00		
1 deputy collector.....	1,098 00	ALTON, ILL.	
3 deputy collectors.....	1,464 00	1 surveyor.....	30 00
1 deputy collector.....	849 00	1 deputy surveyor.....	30 00
1 special inspector.....	90 00		
1 aid to the revenue.....	849 00		
1 inspector of the revenue.....	849 00		

* Paid by Grand Trunk Railway.

† Paid by Great Western Railway.

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons, and occupation.	Agg. com- pensation.	District, number of persons, and occupation.	Agg. com- pensation.
CAIRO, ILL.		OREGON, OREG.	
1 surveyor and acting collector	\$971 71	1 collector	\$3,019 51
1 inspector	942 00	1 deputy collector	1,800 00
MILWAUKEE, WIS.		1 deputy collector	1,500 00
1 collector	2,700 00	1 deputy collector	1,150 00
1 appraiser of merchandise	3,000 00	1 inspector	1,200 00
1 deputy collector	1,600 00	4 inspectors	4,000 00
1 deputy collector	1,500 00	1 inspector	527 17
1 deputy collector	600 00	1 special inspector	500 00
2 deputy collectors	600 00	WILLAMETTE, OREG.	
1 deputy collector	200 00	1 collector	3,000 00
1 deputy collector	150 00	1 deputy collector	2,000 00
3 inspectors	3,285 00	1 deputy collector	1,900 00
1 inspector	714 00	1 appraiser	3,000 00
DU LUTH, MINN.		1 clerk	1,540 00
1 surveyor	354 75	1 weigher and gauger	1,500 00
MINNESOTA, MINN.		2 inspectors	2,700 00
1 collector	1,000 00	1 night-inspector	1,229 00
1 special deputy collector, clerk, and inspector	1,277 50	1 porter and messenger	1,200 00
1 deputy collector	1,200 00	Sundry temporary inspectors	495 25
1 inspector	730 00	Sundry temporary night-inspectors	354 00
1 inspector	912 50	SAN FRANCISCO, CAL.	
4 mounted inspectors	3,351 00	1 collector, &c.	6,000 00
DUBUQUE, IOWA.		3 deputy collectors	9,000 00
1 surveyor	598 67	1 deputy collector and auditor	3,625 00
1 janitor	600 00	3 deputy collectors	4,500 00
1 fireman	435 25	2 clerks	6,000 00
BURLINGTON, IOWA.		4 clerks	8,432 97
1 surveyor	350 00	5 clerks	10,000 00
KEOKUK, IOWA.		4 clerks	7,500 00
1 surveyor	410 00	10 clerks	18,000 00
1 deputy surveyor		5 clerks	8,000 00
SAINT LOUIS, MO.		3 messengers	3,240 00
1 surveyor and acting collector	6,000 00	3 watchmen	3,240 00
1 clerk and special deputy	2,800 00	1 porter	1,020 00
1 cashier and deputy	2,300 00	1 deputy collector and store-keeper	3,000 00
1 clerk and deputy	2,100 00	3 clerks	6,000 00
1 clerk and deputy	2,000 00	5 clerks	9,000 00
1 clerk and deputy	1,700 00	1 clerk	1,600 00
2 clerks	3,000 00	1 superintendent of laborers	1,200 00
3 clerks	1,339 00	2 messengers	2,160 00
5 inspectors	5,200 00	2 watchmen	2,160 00
2 store-keepers	1,569 00	7 laborers	7,560 00
1 appraiser	3,000 00	8 assistant store-keepers	13,140 00
SAINT JOSEPH, MO.		2 appraisers	4,994 50
1 surveyor	394 70	2 assistant appraisers	5,000 00
OMAHA, NEBR.		1 examiner	2,250 00
1 collector	411 50	2 examiners	4,000 00
MONTANA AND IDAHO.		1 clerk	1,800 54
1 collector	1,005 48	1 packer and superintend't of laborers	1,200 00
PUGET SOUND, WASH.		1 messenger	1,000 00
1 collector	3,400 00	5 laborers	5,400 00
3 deputy collectors	5,760 00	1 surveyor	4,000 00
1 clerk and inspector	1,600 00	1 deputy surveyor	3,000 00
8 inspectors	11,680 00	1 deputy surveyor	2,500 00
1 inspectress	913 00	1 clerk	1,800 00
1 watchman	900 00	1 messenger	1,080 00
4 revenue boatmen	3,600 00	3 district officers	5,400 00
		29 inspectors	45,240 00
		2 inspectors	2,400 00
		6 inspectors	6,000 00
		6 inspectors	3,600 00
		1 inspector	300 00
		1 night-inspector	1,560 00
		1 night-inspector	1,400 00
		17 night-inspectors	20,400 00
		4 weighers	8,000 00
		10 assistant weighers	12,000 00
		1 gauger	2,000 00
		2 laborers	2,200 00
		2 boarding-officers	3,200 00
		6 bargemen	6,420 00
		1 naval officer	4,500 00
		1 deputy naval officer	3,125 00
		1 clerk	2,200 00
		1 clerk	2,100 00

Statement of the number of persons employed for the collection of customs, &c.—Continued.

District, number of persons, and occupation.	Agg. compensation.	District, number of persons, and occupation.	Agg. compensation.
SAN FRANCISCO, CAL.—Continued.		ALASKA.	
2 clerks	\$3,750 00	1 collector	\$2,750 00
1 clerk	1,800 00	1 deputy collector at Sitka	1,500 00
1 clerk	1,750 00	1 deputy collector at Kodiak	1,500 00
4 clerks	6,400 00	1 deputy collector at Unalakleet	1,500 00
1 messenger	1,080 00	1 deputy collector at Wrangell	1,500 00
		1 inspector at Sitka	1,500 00
		1 entrance and clearance clerk at Sitka	1,500 00
		1 deputy collector at Tongass	1,500 00

Statement showing the amount of moneys expended for collecting the revenue from customs at each custom-house in the United States previous to June 30, 1872, not heretofore reported per act of March 3, 1869, as per settlements received in this office.

District or port.	Period reported.		Amount.
	From—	To—	
Aroostook, Me.	April 1, 1870	Mar. 31, 1872	\$12,750 00
Passamaquoddy, Me.	April 1, 1870	Mar. 31, 1872	2,400 00
Machias, Me.	Mar. 1, 1871	Mar. 31, 1872	4,500 00
Frenchman's Bay, Me.	Jan. 1, 1871	Sept. 30, 1871	6,100 00
Castine, Me.	April 1, 1871	Mar. 31, 1872	7,600 00
Waldoborough, Me.	Feb. 13, 1871	Mar. 31, 1872	11,000 00
Wiscasset, Me.	Jan. 1, 1871	Mar. 31, 1872	4,500 00
Bath, Me.	Jan. 1, 1871	Mar. 31, 1872	18,000 00
Portland and Falmouth, Me.	April 1, 1871	Mar. 31, 1872	85,000 00
Saco, Me.	Mar. 19, 1871	June 30, 1871	900 00
Kennebunk, Me.	Jan. 1, 1871	Dec. 31, 1871	370 00
York, Me.	Apr. 1, 1871	Mar. 31, 1872	5,000 00
Belfast, Me.	Mar. 15, 1871	Dec. 31, 1871	11,000 00
Bangor, Me.	Mar. 15, 1871	Dec. 31, 1871	9,800 00
Portsmouth, N. H.	April 1, 1871	Mar. 31, 1872	50,000 00
Burlington, Vt.	July 1, 1871	Mar. 31, 1872	50,000 00
Newburyport, Mass.*	Jan. 1, 1871	Dec. 31, 1871	13,600 00
Gloucester, Mass.	June 30, 1871	June 30, 1872	14,000 00
Salem and Beverly, Mass.	Feb. 1, 1871	Mar. 31, 1872	310 00
Marblehead, Mass.	Jan. 1, 1871	Dec. 31, 1871	380,000 00
Boston and Charlestown, Mass.	April 1, 1871	June 30, 1871	9,000 00
Plymouth, Mass.	April 1, 1871	Mar. 31, 1872	12,000 00
Full River, Mass.	Jan. 1, 1871	Mar. 31, 1872	16,000 00
Barnstable, Mass.	April 1, 1871	June 30, 1872	6,000 00
New Bedford, Mass.	April 1, 1871	Mar. 31, 1872	1,000 00
Edgartown, Mass.	April 1, 1871	Dec. 31, 1871	30,000 00
Nantucket, Mass.	Jan. 1, 1871	Dec. 31, 1871	2,000 00
Providence, R. I.	April 5, 1871	Mar. 31, 1872	7,500 00
Bristol and Warren, R. I.	April 1, 1871	June 30, 1872	2,000 00
Newport, R. I.	Jan. 1, 1871	Mar. 31, 1872	4,000 00
Middletown, Conn.	April 1, 1871	Dec. 31, 1871	1,000 00
New London, Conn.	April 1, 1871	Mar. 31, 1872	20,000 00
Fairfield, Conn.	Aug. 1, 1870	Mar. 31, 1872	3,000 00
New Haven, Conn.	July 1, 1871	Mar. 31, 1872	17,000 00
Stonington, Conn.	April 1, 1871	Dec. 31, 1871	47,000 00
Genesee, N. Y.	May 1, 1871	Mar. 31, 1872	53,000 00
Oswego, N. Y.	Jan. 1, 1871	Mar. 31, 1872	25,000 00
Niagara, N. Y.	April 1, 1871	Dec. 31, 1871	22,100 00
Buffalo Creek, N. Y.	July 1, 1871	Mar. 31, 1872	2,110 00
Oswegatchie	April 1, 1871	Mar. 31, 1872	2,120 00
Sag Harbor, N. Y.	July 1, 1870	Mar. 31, 1872	2,120 00
New York, N. Y.	April 1, 1871	Mar. 31, 1872	17,200 00
Champlain, N. Y.	Mar. 14, 1871	Mar. 31, 1872	4,300 00
Cape Vincent, N. Y.	April 1, 1871	Mar. 31, 1872	7,100 00
Dunkirk, N. Y.	April 1, 1871	Mar. 31, 1872	310 00
Albany, N. Y.	July 1, 1871	Mar. 31, 1872	20,000 00
Bridgeton, N. J.	July 1, 1871	June 30, 1872	11,000 00
Burlington, N. J.	Jan. 1, 1871	Mar. 31, 1872	1,000 00
Perth Amboy, N. J.	Jan. 1, 1871	Dec. 31, 1871	2,000 00
Great Egg Harbor, N. J.	Oct. 1, 1870	June 30, 1871	3,500 00
Little Egg Harbor, N. J.	Jan. 1, 1871	Dec. 31, 1871	3,500 00
Newark, N. J.	Jan. 1, 1871	Dec. 31, 1871	3,500 00

* Nothing.

Statement showing the amount of moneys expended for collecting the revenue, &c.—Continued.

District or port.	Period reported.		Amount.
	From—	To—	
Philadelphia, Pa.	July 1, 1870	Dec. 31, 1871	\$417,018 80
Erie, Pa.	April 1, 1871	Mar. 31, 1872	8,035 33
Pittsburgh, Pa.	April 1, 1871	Mar. 31, 1872	4,991 37
Delaware, Del.	April 1, 1871	Mar. 31, 1872	9,068 27
Baltimore, Md.	April 1, 1871	Mar. 31, 1872	355,208 87
Annapolis, Md.	April 1, 1871	Mar. 31, 1872	3,095 44
Eastern, Md.	Mar. 8, 1871	Mar. 31, 1872	3,422 51
Town Creek, Md.	July 1, 1869	June 30, 1871	300 41
Georgetown, D. C.	April 1, 1871	Mar. 31, 1872	4,825 83
Alexandria, Va.	April 1, 1871	June 30, 1872	5,459 61
Cherrystone, Va.	Mar. 21, 1871	Mar. 31, 1872	4,637 79
Norfolk and Portsmouth, Va.	Jan. 1, 1871	Dec. 31, 1871	24,097 76
Tappahannock, Va.	Sept. 19, 1870	June 30, 1871	699 05
Richmond, Va.	Jan. 1, 1871	Dec. 31, 1871	10,491 51
Petersburgh, Va.	July 1, 1870	Mar. 31, 1872	7,527 82
Yorktown, Va.	April 1, 1871	Mar. 31, 1872	2,539 74
Woodling, W. Va.	July 1, 1871	Mar. 31, 1872	304 52
Parkersburgh, W. Va.	July 1, 1871	Mar. 31, 1872	287 73
Albemarle, N. C.	July 1, 1870	Mar. 31, 1872	9,875 88
Famlico, N. C.	July 1, 1871	Dec. 31, 1871	12,569 02
Beaufort, N. C.	April 1, 1871	Mar. 31, 1872	2,705 46
Wilmington, N. C.	July 1, 1870	Dec. 31, 1871	33,663 85
Charleston, S. C.	Jan. 1, 1871	Mar. 31, 1872	61,569 45
Georgetown, S. C.	July 1, 1870	Mar. 31, 1872	5,145 67
Beaufort, S. C.	April 1, 1870	Feb. 29, 1872	4,378 75
Savannah, Ga.	Mar. 31, 1870	Mar. 31, 1872	152,604 54
St. Mary's, Ga.	April 1, 1871	Mar. 31, 1872	2,482 39
Brunswick, Ga.	Jan. 1, 1871	Mar. 31, 1872	12,925 65
Mobile, Ala.	April 1, 1871	Feb. 8, 1872	26,206 35
Shula, Ala.			
Pearl River, Miss.	April 1, 1871	June 30, 1871	125 00
Natchez, Miss.	Jan. 30, 1871	June 30, 1872	1,241 97
Vicksburg, Miss.	Jan. 1, 1871	Mar. 31, 1872	22,256 84
Pensacola, Fla.	Apr. 1, 1871	Mar. 31, 1872	6,645 86
St. Augustine, Fla.	Jan. 1, 1871	Dec. 31, 1871	13,962 88
Key West, Fla.	Apr. 1, 1871	Mar. 31, 1872	8,154 63
St. Mark's, Fla.	Apr. 1, 1871	Mar. 31, 1872	6,205 54
St. John's, Fla.	Jan. 1, 1871	Dec. 31, 1872	3,345 14
Apalachicola, Fla.	Apr. 4, 1871	Mar. 31, 1872	5,941 30
Fernandina, Fla.	July 1, 1870	Mar. 31, 1872	829,270 17
New Orleans, La.	Jan. 1, 1871	Mar. 31, 1872	8,761 82
Teche, La.	July 1, 1871	Mar. 31, 1872	43,284 17
Galveston, Tex.	Apr. 1, 1871	Mar. 31, 1872	18,884 57
Siluria, Tex.	Nov. 8, 1870	Mar. 31, 1872	63,840 66
Brazos de Santiago, Tex.	Jan. 1, 1871	Mar. 31, 1872	23,137 67
Paso del Norte	Apr. 1, 1871	Mar. 31, 1872	34,696 93
Corpus Christi, Tex.	Jan. 1, 1871	Sept. 30, 1871	7,735 91
Memphis, Tenn.	Sept. 7, 1870	Mar. 31, 1872	3,797 67
Nashville, Tenn.	Sept. 1, 1870	June 30, 1871	446 53
Paducah, Ky.	Apr. 1, 1871	Mar. 31, 1872	16,095 06
Cottsville, Ky.	July 1, 1871	Dec. 31, 1871	28,769 65
St. Louis, Mo.	Oct. 1, 1870	Mar. 31, 1872	473 66
Saint Joseph, Mo.	Mar. 31, 1871	Mar. 31, 1872	8,394 91
Miami, Ohio.	Apr. 1, 1871	Mar. 31, 1872	4,548 47
Madusky, Ohio.	Dec. 16, 1868	June 30, 1871	7,482 63
Wayaboga, Ohio.	July 1, 1871	Mar. 31, 1872	39,378 03
Cincinnati, Ohio.	Jan. 1, 1871	Dec. 31, 1871	5,053 11
Evansville, Indiana	Oct. 1, 1869	Mar. 31, 1871	1,348 64
New Albany, Ind.			
Madison, Ind.	Apr. 1, 1871	Mar. 31, 1872	85,808 12
Chicago, Ill.	July 1, 1871	June 30, 1872	533 06
Alton, Ill.	July 1, 1871	Mar. 31, 1872	654 20
Alena, Ill.	Apr. 1, 1871	June 30, 1872	2,736 53
Quincy, Ill.	July 1, 1871	June 30, 1872	2,123 41
Alva, Ill.	Apr. 1, 1871	Mar. 31, 1872	38,616 88
St. Louis, Mich.	Jan. 1, 1871	Dec. 31, 1871	11,388 10
Port Huron, Mich.	Apr. 1, 1871	Mar. 31, 1872	37,394 19
Michigan, Mich.	Apr. 1, 1871	Mar. 31, 1872	8,405 27
Waukegan, Wis.	Mar. 1, 1871	Mar. 31, 1872	13,365 67
Minnesota, Minn.	Apr. 1, 1871	Dec. 31, 1871	13,601 42
St. Paul, Minn.	Nov. 1, 1870	June 30, 1872	3,457 56
Washington, Iowa	July 1, 1870	Mar. 31, 1871	318 24
Rock, Iowa	Jan. 1, 1871	June 30, 1871	284 84
Alaque, Iowa	Mar. 23, 1871	Mar. 31, 1872	764 90
San Francisco, California	July 1, 1870	Dec. 31, 1871	524,413 25

Statement showing the amount of moneys expended for collecting the revenue, &c.—Continued.

District or port.	Period reported.		Amount.
	From—	To—	
Oregon, Oreg.....	Mar. 6, 1871	June 30, 1872	\$29 40
Willamette, Oreg.....	Oct. 1, 1870	Mar. 31, 1872	38 64
Puget Sound, Wash.....	Jan. 1, 1871	Dec. 31, 1871	23 22
Montana and Idaho.....	Oct. 1, 1870	Dec. 31, 1871	1 00
Alaska, Alaska.....	July 1, 1870	Feb. 28, 1872	5 00
Omaha, Nebraska.....	Sept. 1, 1870	Oct. 31, 1871	7 00
Augusta, Ga.....	July 1, 1861	Feb. 28, 1861	5 00

Statement of the receipts for the fiscal year ended June 30, 1872.

From customs.....	\$216,370.25
From internal revenue.....	130,642.17
From sales of public lands.....	2,575.71
From consular fees.....	586.81
From steamboat fees.....	248.46
From emolument fees.....	447.17
From registers' and receivers' fees.....	740.57
From fees on letters-patent.....	708.00
From consular receipts.....	14.00
From fines, penalties, and forfeitures—customs.....	674.22
From fines, penalties, and forfeitures—judiciary.....	48.00
From labor, drayage, and storage.....	70,444.00
From services of United States officers.....	343.10
From weighing fees.....	48.00
From marine-hospital tax.....	319.57
From miscellaneous sources.....	4.25
From semi-annual tax on circulation of national banks.....	6,523.74
From internal and coastwise intercourse fees.....	67
From surveying service.....	98.00
From rent of public buildings, &c.....	26.00
From salaries of store-keepers, &c.....	158.40
From Sioux City and Pacific Railroad Company.....	42.00
From Union Pacific Railroad Company.....	441.45
From Kansas Pacific Railroad Company.....	116.75
From Central Pacific Railroad Company.....	183.75
From Western Pacific Railroad Company.....	1.00
From sales of old material.....	2.00
From Central Branch Union Pacific Railroad Company.....	6.00
From wages of seamen forfeited.....	1.00
From exemplification of papers.....	1.00
From re-imbursements to United States to meet defaulted interest.	
Florida State stock, (trust fund).....	4.00
Interest and premium on stocks, (trust fund).....	212.00
Interest on deferred payments, (trust fund).....	21.75
Sales of Indian trust land.....	489.00
Proceeds Osage lands, 2d article, &c.....	156.00
Re-imbursements to United States, (trust-fund stocks).....	7.00
Proceeds of Indian trust-fund bonds.....	4.00
Six months' interest, Richmond and Dauville Railroad stock.....	3.00
Moneys due the State of Arkansas.....	1.00
Prize cases, United States share.....	0.00
Profits on coinage.....	144.11
Copyright fees.....	11.00
Premium on transfer drafts.....	14.00
Premium on sale of coin.....	9,412.00
Conscience fund.....	3.00
Sale of old custom-house, Alexandria.....	4.10
Deductions from bullion deposits.....	63.15
Proceeds of lands in Saint Helena.....	60
Rent of Government property.....	1.00
Sale of Fort Gratiot military reservation.....	28.43
Mileage of examiners.....	0.00

Rebate of interest, United States bonds.....	\$4, 469 95
Deaths on shipboard.....	290 00
Interest on debts due the United States.....	11, 526 38
Sale of certain tracts of lands.....	109 38
Omaha Coal Mining Company.....	18 00
Sale of Chippewa, &c., lands.....	12, 935 65
Sale of Cherokee neutral lands.....	8, 966 63
Sale of Osage lands, act July 16, 1870.....	528, 836 85
Sale of Osage lands, 1st article, &c.....	201 25
Coupons collected.....	2, 160 00
Prize moneys to captors.....	121, 560 55
Sale of pine logs.....	1, 399 64
Vacant lands in Washington.....	20 00
Dividends on stocks of Detroit and Chicago Canal Company.....	43, 875 00
Tax on seal-skins.....	322, 863 38
Bribes offered United States officers.....	126 47
Re-imbursements to United States, (1st National Bank, New Orleans)	65, 826 40
Transportation account, Navy-pension fund.....	2, 859 05
1, 2, 3, and 5 cent pieces.....	13, 925 33
Sale of waste paper.....	23, 291 10
Sale of Government property, Treasury Department.....	2, 756 97
Sale of Government property, War Department.....	571, 996 44
Sale of Government property, Navy Department.....	3, 601 58
Sale of Government property, miscellaneous.....	168 05
Confiscations.....	330 45
Forfeitures, act July 13, 1861, &c.....	4, 850 00
Sale of Point Gammon light-house site.....	751 00
Captured and abandoned property.....	77 66
Donations to national debt.....	4, 000 00
Total receipts exclusive of loans.....	374, 106, 867 56
Three per cent. certificates.....	\$65, 000 00
Legal-tender notes.....	69, 599, 804 00
Coin certificates.....	63, 229, 500 00
Fractional currency.....	31, 816, 900 00
Consuls of 1867.....	1, 900 00
Loan of July and August, 1861.....	3, 100 00
Funded loan of 1881.....	140, 330, 850 00
	305, 047, 054 00
	679, 153, 921 56

Net expenditures of the United States for the fiscal year ended June 30, 1872.

	Expenses on account of unexpended balances.	Excess of re-payments on account of unexpended balances.	Expenses on account of appropriations.	Net expenditures.	Total.
CIVIL LIST.					
Legislative:					
Senate, compensation.....	\$16,284 17		\$414,897 41	\$414,897 41	
Senate, miscellaneous and contingent.....			230,402 27	273,680 44	
House of Representatives, compensation.....		\$12 00	1,312,672 49	1,373,663 49	
House of Representatives, miscellaneous and contingent.....		1,974 85	577,363 58	375,380 73	
Library of Congress, compensation.....			26,000 00	36,000 00	
Library of Congress, miscellaneous and contingent.....	3,000 00		16,500 00	19,500 00	
Botanic Garden, compensation.....	1 98		12,146 00	12,147 98	
Botanic Garden, miscellaneous and contingent.....			20,840 00	20,840 00	
Printing office, compensation.....	292 68		12,514 00	12,514 00	
Printing office, miscellaneous and contingent.....			1,294 99	1,597 67	
Printing office, paper for public printing.....	45,556 11		390,298 78	435,854 89	
Printing office, public printing.....	13,227 68		651,000 00	664,227 68	
Printing office, public binding.....	62,754 49		466,000 00	528,754 49	
Printing office, lithographing and engraving.....	6,501 62		35,970 56	42,472 18	
Court of Claims, compensation.....		369 99	29,840 00	29,840 00	
Court of Claims, miscellaneous and contingent.....			4,000 00	3,630 01	
Court of Claims, payment of judgments.....	34,366 97		197,012 72	235,379 69	
Executive:					\$4,672,585 68
President, Vice-President &c., compensation.....	4,584 31		44,657 32	49,241 63	
President, Vice-President, &c., miscellaneous and contingent.....			4,000 00	4,000 00	
Department of State, compensation.....		370 40	76,000 00	75,629 60	
Department of State, miscellaneous and contingent.....		461 71	103,212 00	102,750 29	
Treasury Department, compensation.....	22,358 50		2,641,514 32	2,619,155 82	
Treasury Department, miscellaneous and contingent.....		2,005 56	240,088 44	262,094 00	
Navy Department, compensation.....	166 40		116,757 61	116,924 01	
Navy Department, miscellaneous and contingent.....	529 16		10,950 00	10,420 84	
War Department, compensation.....	343 35		550,303 31	549,859 96	
War Department, miscellaneous and contingent.....	4,455 58		76,124 32	71,679 74	
Interior Department, compensation.....	6,036 93		1,364,040 00	1,370,076 93	
Interior Department, miscellaneous and contingent.....		11 97	265,870 78	265,882 75	
Post-Office Department, compensation.....	99 03		397,000 00	397,099 03	
Post-Office Department, miscellaneous and contingent.....			70,310 36	70,310 36	
Agricultural Department, compensation.....	35 72		71,707 92	71,743 64	
Agricultural Department, miscellaneous and contingent.....	1,884 06		112,654 31	114,538 37	
Department of Indian Affairs, compensation.....	1,144 94		112,654 31	113,799 25	
Department of Indian Affairs, miscellaneous and contingent.....			11,411 32	11,411 32	

Compensation of judges, marshals, district attorneys, &c.	3,364,414 43	3,215,359 17	3,364,414 43	3,215,359 17
Territorial offices:	554,765 84	554,765 84	554,765 84	554,765 84
Compensation of governors, judges, &c.	3,371 55	121,719 65	121,719 65	121,991 22
Miscellaneous and contingent expenses	15,927 19	141,954 30	141,954 30	157,861 49
Salaries and expenses of the District of Columbia	2,745 15	29,195 56	29,195 56	30,921 71
Assistant treasurers and their clerks, depositaries, &c.:	603 12	294,125 14	294,125 14	298,728 26
Assistant treasurers and their clerks, compensation	3,355 68	34,580 00	34,580 00	37,975 68
United States depositaries, compensation		6,000 00	6,000 00	6,000 00
Independent Treasury, compensation		88,131 28	88,131 28	88,131 88
Independent Treasury, miscellaneous and contingent				
Surveyors-general:				
Compensation of surveyors-general and their clerks	30,108 33	105,256 52	105,256 52	135,262 85
Miscellaneous and contingent expenses	9,061 20	25,869 23	25,869 23	34,433 43
Registers and receivers:				
Compensation of	15,613 69	332,049 94	332,049 94	347,663 63
Miscellaneous and contingent expenses	1,229 20	38,670 81	38,670 81	39,900 04
Inspectors of steam-vessels:				
Compensation	1,845 39	157,868 31	157,868 31	159,713 60
Miscellaneous and contingent	10,163 75	48,864 98	48,864 98	38,970 73
MISCELLANEOUS.				
Post-Office Department	45,000 00	3,083,750 00	3,083,750 00	3,568,750 00
Deficiency in postal service		700,000 00	700,000 00	700,000 00
Pay for carrying free mail matter		13,473 45	13,473 45	22,422 05
Telegraphing between Atlantic and Pacific States	9,972 60	130,000 00	130,000 00	187,500 00
Steamship service between the United States and Brazil	37,500 00	500,000 00	500,000 00	625,000 00
Steamship service between San Francisco, Japan, and China	125,000 00	75,000 00	75,000 00	93,750 00
Steamship service between San Francisco, and Sandwich Islands	14,750 00	2,492,007 16	2,490,912 56	
Expenses, national loan		1,094 90	614,169 12	644,169 12
Refunding national debt			72,653 72	72,653 72
Expenses, national currency	1,000 00	124,028 70	124,028 70	125,028 70
Suppressing counterfeiting and frauds	158,879 11		158,879 11	158,879 11
Plates, paper, special dies, &c., office of the Comptroller of the Currency	50,860 60			50,860 60
Contingent expenses, safe keeping the public revenue				
Mint establishment:				
Compensation		14,126 15	14,126 15	110,598 85
Miscellaneous and contingent		14,058 48	14,058 48	398,709 02
Building, &c.	7,832 53	177,558 42	177,558 42	185,390 95
Court-house, post-office, &c.:				
Portland, Maine	6,248 74	11,876 64	11,876 64	18,125 38
Boston, Massachusetts	285,897 27	356,483 75	356,483 75	642,381 02
New York, New York	999,191 24	810,614 62	810,614 62	1,809,805 86
Omaha, Nebraska		50,000 00	50,000 00	50,000 00
Columbia, South Carolina		52,411 25	52,411 25	52,411 25
Miscellaneous	7,341 00			7,241 00

Net expenditures of the United States for the fiscal year ended June 30, 1872 Continued.

	Expenses on account of unexpended balances.	Excess of payments on account of unexpended balances.	Expenses on account of appropriations.	Net expenditures.	Total.
MISCELLANEOUS—Continued.					
Surveys of the coast.....			\$720,000 00	\$720,000 00	
Return of proceeds of captured and abandoned property.....			1,278,493 77	1,278,493 77	
Expenses of the Smithsonian Institution.....	\$19,500 00		39,000 00	39,000 00	
Expenses of the ninth census.....			1,348,722 80	1,348,722 80	
Expenses of the eighth census.....	7,456 81		7,456 81	7,456 81	
Packing congressional documents.....			7,000 00	7,000 00	
Columbia Institution for the Deaf and the Blind, current expenses.....			40,500 00	40,500 00	
Columbia Hospital for Women, current expenses.....			18,500 00	18,500 00	
Maryland Institute for the Blind, current expenses.....			1,200 00	1,200 00	
Government Hospital for the Insane, current expenses.....			111,111 78	111,111 78	
Metropolitan police, compensation.....	21,111 78		90,000 00	205,969 36	
National Soldiers and Sailors' Home, (orphans) current expenses.....		\$1,900 64	237,870 00	15,000 00	
Penitentiaries and libraries in the Territories.....	2,832 10		5,427 64	8,259 83	
Repayments for lands erroneously sold.....			22,084 83	22,084 83	
Deposits by individuals for expenses of surveys of public lands.....	2,452 86		37,715 40	40,168 26	
Five per cent. fund, &c.:.....					
Iowa.....			18,463 15	18,463 15	
Michigan.....			16,971 82	16,971 82	
Minnesota.....			13,009 58	13,009 58	
Nevada.....			3,313 55	3,313 55	
Oregon.....			6,568 76	6,568 76	
Wisconsin.....			37,121 75	37,121 75	
Florida.....			41,063 75	41,063 75	
Three per cent. fund, &c., Missouri.....			9,391 43	9,391 43	
Indemnity for swamp-lands purchased by individuals.....			6,860 05	6,860 05	
Surveys of public lands, &c.:.....			8,364 97	8,364 97	
Purchases of United States Steamers at Large.....	392,407 51		636,041 45	1,028,448 96	
Purchase of building known as the Club House, Charleston, South Carolina.....	7,000 00			7,000 00	
Public buildings.....	9,735 52			9,735 52	
State, War, and Navy Department buildings.....					
Treasury Department building, repairs, &c.....		769 08			
Interior Department building, repairs, &c.....					
Navy Department building, repairs, &c.....	5,300 00				
Columbia Institute building, repairs, improvement of grounds, &c.....					
Government Hospital for the Insane, repairs, improvement of grounds, &c.....					
Southern Institution, complete building and preservation of collections.....	30,442 00				

Analysis of the foregoing statement.

CIVIL LIST.

Compensation :	
Legislature.....	\$1,869,059 88
Executive.....	5,263,464 36
Judiciary.....	375,688 10
Territorial expenses.....	155,911 93
Assistant treasurers, depositaries, &c.....	342,703 94
Surveyors-general.....	135,362 85
Registers and receivers.....	347,663 63
Inspectors of steam-vessels.....	159,713 60
Total compensation.....	\$8,649,508 29
Miscellaneous and contingent :	
Legislative.....	\$896,838 85
Executive.....	1,025,677 29
Judiciary, (expenses of courts).....	3,218,389 42
Territorial expenses.....	157,861 49
Assistant treasurers, depositaries, &c.....	84,131 84
Surveyors-general.....	34,433 43
Registers and receivers.....	39,900 04
Inspectors of steam-vessels.....	58,970 73
Expenses of Public Printing Office, (paper, binding, &c.).....	1,671,309 24
Payment of judgments Court of Claims.....	235,379 69
Total miscellaneous and contingent.....	7,426,892 96
Total civil list.....	16,076,460 35

MISCELLANEOUS.

Post-Office Department, deficiencies, for mail-matter, and telegraphic communication.....	\$4,292,202 05
Post-Office Department, steamship-service.....	906,250 00
National debt, expenses of refunding, &c.....	3,551,503 51
Mint establishment.....	894,698 82
Court-houses, post-offices, &c.....	2,579,964 51
Surveys of the coast.....	729,000 00
Return of proceeds of captured and abandoned property.....	1,278,493 77
Expenses of the eighth and ninth censuses.....	1,356,179 61
Metropolitan police.....	205,969 36
Current expenses of benevolent institutions in Washington, D. C.....	198,311 78
Repayments for lands erroneously sold.....	70,618 06
Five per cent. fund of the net proceeds from the sales of public lands.....	115,164 74
Surveys of the public lands.....	838,514 96
Public buildings in Washington.....	1,077,147 42
Improvement of streets, avenues, &c., in Washington, Washington aqueduct.....	478,124 15
Miscellaneous accounts.....	39,441 73
Reliefs.....	206,969 68
Total miscellaneous.....	14,812,554 15

INTERNAL REVENUE.

Expenses of collecting, stamps, dies, &c.....	\$6,163,405 91
Allowances or drawbacks, refunding duties, &c.....	1,254,712 50
Total internal revenue.....	\$7,418,118 41

CUSTOMS.

Expenses of collecting revenue.....	6,950,189 81
Expenses of revenue-cutter service.....	1,078,512 04
Repayment to importers, debentures, refunding duties..	3,182,959 06
Distributive shares, fines, penalties, and forfeitures.....	353,427 42

Return of proceeds of captured and abandoned property.....	\$34,450 01
Public buildings, repairs, &c.....	644,087 25
Light-House Establishment.....	3,222,122 09
Custom-houses.....	758,678 21
Marine hospital establishment.....	575,142 96
Miscellaneous accounts.....	2,560 20
Reliefs.....	30,126 28

Total customs..... \$16,832,255 37

Foreign intercourse:

Salaries of ministers, consuls, &c.....	\$74,345 85
Miscellaneous and contingent expenses.....	282,425 18
Relief and protection of American seamen.....	209,275 53
Claims of Hudson Bay and Puget Sound Agricultural Companies.....	314,869 03
Diplomatic and consular war expenses.....	40,886 96
Tribunal of arbitration at Geneva.....	117,566 59

1,839,369 14

Total civil, miscellaneous, foreign intercourse, &c., expenditures.. 60,984,757 42

The following accounts, refunding, &c., are not legitimate expenses, and ought properly to be deducted from the receipts instead of classed as expenditures, viz:

Return of proceeds of captured and abandoned property.....	\$1,278,493 77
Repayments for lands erroneously sold.....	70,618 06
Five per cent. fund, net proceeds sales of lands.....	115,164 74
Allowances, refunding, &c., internal revenue.....	1,254,712 50
Repayment to importers, debentures, &c., customs.....	3,182,959 06
Distributive shares, fines, penalties, and forfeitures.....	353,427 42
Return of proceeds captured and abandoned property.....	34,450 01

6,289,825 56

Net expenditures, (deducting refunding, &c., as above)..... 54,694,931 86

The following are extraordinary and not current expenditures:

Payment of judgments Court of Claims.....	\$235,379 69
Building court-houses, post-offices, &c.....	2,579,964 51
Expenses of the census.....	1,356,179 61
Public buildings in Washington.....	1,077,147 42
Reliefs.....	237,095 96
Claims of Hudson Bay and Puget Sound Agricultural Companies.....	314,869 03
Diplomatic and consular war expenses.....	40,886 96
Tribunal of arbitration at Geneva.....	117,566 59

5,959,089 77

Total civil, miscellaneous, and foreign intercourse *current* expenses of the Government..... 48,735,842 09

MILITARY ESTABLISHMENT.

Pay Department.....	\$10,408,246 90
Commissary Department.....	1,418,676 43
Quartermaster's Department.....	10,663,169 74
Ordnance.....	94,299 15
Forts and fortifications.....	1,540,747 65
Improvement of harbors:	
Maine.....	\$32,000 00
Vermont.....	35,000 00
Massachusetts.....	104,800 00
Connecticut.....	59,093 01
New York.....	220,722 79
Pennsylvania.....	38,200 00
Delaware.....	8,500 00
Maryland.....	15,000 00
Ohio.....	123,425 34
Michigan.....	205,220 76

Improvement of harbors—Continued.

Indiana.....	\$20,177 12
Illinois.....	169,999 89
Wisconsin.....	323,394 66
Alabama.....	52,378 13
Texas.....	43,000 00
Minnesota.....	60,000 00

 \$1,510,911 79

Improvement of rivers, &c.:

Maine.....	73,975 00
New Hampshire.....	5,000 00
Massachusetts.....	24,000 00
Rhode Island.....	56,991 82
Rhode Island and Connecticut.....	9,000 00
Connecticut.....	78,999 70
New York.....	70,000 00
Removing obstructions in East River and Hell-gate, New York.....	315,000 00
New Jersey.....	25,000 00
Pennsylvania.....	7,000 00
Delaware.....	79,500 00
Maryland.....	41,243 54
District of Columbia.....	15,000 00
Virginia.....	85,000 00
North Carolina.....	95,000 00
South Carolina.....	154 26
Florida.....	27,000 00
Arkansas.....	25,000 00
Louisiana and Arkansas.....	41,060 00
Louisiana.....	2,551 25
Tennessee.....	30,000 00
Ohio.....	2,784 26
Illinois.....	29,000 00
Michigan.....	137,781 21
Wisconsin.....	33,000 00
Minnesota.....	10,137 47
Oregon.....	40,814 11
California.....	145,000 00
(General appropriations) improving the Ohio River.....	63,699 30
(General appropriations) improving the falls and canals at Louisville.....	419,999 00
(General appropriations) improving the Mississippi River.....	244,717 00
(General appropriations) improving the Upper Mississippi River.....	77,000 00
(General appropriations) improving the Mississippi, Missouri, and Arkansas.....	140,000 00
(General appropriations) improving the Des Moines Rapids, Mississippi.....	400,000 00
(General appropriations) improving the Rock Island Rapids, Mississippi.....	173,000 00
(General appropriations) improving the Rock Island Bridge.....	453,000 00
(General appropriations) snag-boats, &c., Western rivers.....	8,233 09
(General appropriations) examinations and surveys.....	361,911 54
(General appropriations) repairs, &c., of river and harbor works.....	40,089 37

 3,840,581 2

Military Academy.....	85,865 1
Chief Signal-Officer.....	168,701 0
General of the Army.....	4,409 7
Surgeon General.....	486,532 5
Commissioner of Freedmen.....	173,882 7
Secretary of War.....	266,151 0
Bounty act of July 28, 1866.....	4,506,926 4
Payment to members of certain military organizations in Kansas.....	308,475 5
Claims of loyal citizens for supplies furnished during the rebellion.....	191,707 0



Refunding to States expenses incurred in raising volunteers by Vermont.....	\$56,502 18	
Refunding to States expenses incurred in raising volunteers by Michigan.....	58,892 00	
Refunding to States expenses incurred in raising volunteers by Iowa.....	101,376 02	
Refunding to States expenses incurred in raising volunteers by Massachusetts.....	79,375 41	
	<hr/>	\$296,145 61
Payment under relief acts.....		192,605 49
		<hr/>
		36,207,915 03
From which deduct the following excess of repayments on appropriations where the repayments exceed the expenditures.....		835,757 83
		<hr/>
Total net expenditures, War Department.....		35,372,157 20
		<hr/> <hr/>

NAVY DEPARTMENT.

Secretary's office.....	\$7,632,636 43
Marine Corps.....	821,166 79
Bureau Yards and Docks.....	2,143,221 24
Bureau Equipment and Recruiting.....	1,566,809 34
Bureau Navigation.....	256,200 92
Bureau Ordnance.....	932,708 69
Bureau Construction and Repair.....	4,426,797 26
Bureau Steam-Engineering.....	1,062,584 48
Bureau Provisions and Clothing.....	2,018,994 68
Bureau Medicine and Surgery.....	257,905 99
Bureau Reliefs and Indefinite.....	90,784 13
	<hr/>
Total net expenditures Navy Department.....	21,249,809 99
	<hr/> <hr/>

INTERIOR DEPARTMENT.

War pensions.....	\$25,150,859 42
War of 1812 pensions.....	2,906,812 26
Navy pensions.....	475,731 08
	<hr/>
Indians.....	\$28,533,402 76
	7,061,728 82
	<hr/>
Total Interior Department.....	35,595,131 58
	<hr/> <hr/>

PUBLIC DEBT.

Appropriations, designating titles.	Redemption.	Interest.	Premium.
Temporary loan	\$2,000 00	\$101 03	
Certificates of indebtedness of 1870		27,320 00	
Coin certificates	51,029,500 00		
Three per cent. certificates	19,730,000 00	944,460 26	
Navy pension fund		420,000 00	
Treasury notes prior to 1846	100 00	5 00	
Treasury notes of 1861	50 00	6 00	
Seven-thirties of 1861	3,100 00	530 55	
Old demand notes	8,209 25		
Legal-tender notes	68,099,804 00		
Fractional currency	31,543,939 29		
One-year notes of 1863	21,250 00	1,062 50	
Two-year notes of 1863	9,800 00	933 85	
Compound interest notes	174,980 00	36,168 07	
Seven-thirties of 1864 and 1865	120,650 00	17,889 24	
Loan of 1842	6,000 00		
Loan of 1847	500 00	1,629 00	
Bounty-land scrip	75 00	2 53	
Loan of 1848	19,400 00		
Texan indemnity stock	7,000 00	800 00	
Loan of 1858		1,002,350 00	
Loan of 1860	39,000 00	875 60	
Loan of February, 1861, (1861's)		1,101,996 00	
Oregon war debt		57,501 00	
Loan of July and August, 1861, (1861's)		11,374,159 12	
Five-twentieths of 1862	184,234,750 00	25,035,157 15	\$2,072,777 40
Loan of 1863, (1861's)		4,492,591 50	
Ten-forties of 1864		9,758,043 03	
Five-twentieths of March, 1864	270,100 00	150,223 23	21,508 20
Five-twentieths of June, 1864	13,120,100 00	4,936,033 73	915,434 40
Five-twentieths of 1865	8,151,150 00	9,868,375 72	640,750 71
Consols of 1865	20,305,850 00	14,529,939 66	2,371,750 80
Consols of 1867	7,949,500 00	19,675,292 66	925,250 40
Consols of 1868	160,500 00	2,364,494 77	10,800 00
Central Pacific stock		1,354,881 92	
Kansas Pacific stock, (U. P. E. D.)		377,760 00	
Union Pacific stock		1,633,140 72	
Central branch Union Pacific stock, (A. and P. P.)		95,970 00	
Western Pacific stock		118,205 18	
Sioux City and Pacific stock		97,429 20	
Funded loan of 1861		7,621,492 10	
Total	405,007,307 51	117,357,839 72	6,958,266 70

Redemption	\$405,007,307 51
Interest	117,357,839 72
Premium	6,958,266 70
Total	529,323,413 93

RECAPITULATION.

Net expenditures:

Civil list	\$16,076,460 20
Miscellaneous	16,832,257 60
Internal revenue	7,418,115 40
Customs	12,818,554 10
War Department	35,372,157 80
Foreign intercourse	1,839,389 10
Navy Department	21,249,800 00
Interior Department	35,585,131 50
Interest on the public debt	117,357,839 72
Premiums	6,958,266 70

Total net expenditures exclusive of redemption of the public debt	277,517,982 60
Redemption of the public debt	405,007,307 51
Total net expenditures	682,525,290 11

Statement of judgments of the Court of Claims paid by the Treasury Department.

Date.	In whose favor.	To whom paid.	Amount.
Aug. 19, 1871	H. D. Norton	H. D. Norton	\$489 71
Aug. 25, 1871	H. Eckford	J. D. McPherson	4,827 51
	E. Calahan*		
	M. C. Espy*		
	E. P. Wilcox		
	H. L. Lee*	E. Calahan and others	275 00
Aug. 30, 1871	New York, Newfoundland and London Telegraph Company.	New York, Newfoundland and London Telegraph Company.	32,240 75
Sept. 27, 1871	J. W. Price	J. W. Price	234 00
Oct. 23, 1871	J. W. Seeberger	J. W. Seeberger	300 00
Dec. 1, 1871	William W. Burns	William W. Burns	113,100 35
Dec. 12, 1871	William W. Hubbell	William W. Hubbell	72,922 37
April 4, 1872	E. D. Wheeler	E. D. Wheeler	589 60
May 16, 1872	Wm. J. Patton	William J. Patton	1,000 00
	C. H. Manning		
	T. A. Fitzpatrick		
	George W. Hall		
	John Bohn		
May 22, 1872	T. E. Sytle	C. Manning and others	1,745 94
	C. F. Holbrook		
	L. La Rien		
	J. G. Richards		
	William A. Newman		
May 24, 1872	M. Dally	M. Dally	350 00
June 11, 1872	A. Morrill	A. Morrill	4,816 46
June 13, 1872	S. H. Talbott		
	P. S. J. Talbott		
	J. R. Talbott		
	L. F. Talbott		
	A. Brown		
	George W. Simpson	S. H. Talbott and others	
	J. Small	Owners schooner Keokuk	2,128 00
	George H. Miller	George H. Miller	360 00
	Total		235,379 69

* Amount paid to each party not specified in account.

Statement of revenue collected from the beginning of the Government to June 30, 1872, from the following sources.
(By calendar years to 1843, and subsequently by fiscal years.)

Years.	Customs.	Internal revenue.	Direct taxes.	Postage.	Public lands.	Dividends & sales of bank stock and bonus.	Miscellaneous.	Net revenue.	Loans and Treasury notes, &c.	Total receipts.
From Mar. 4, 1789, to Dec. 31, 1791.	\$4,399,473 09	\$935,942 81				\$2,028 00	\$19,440 10	\$4,418,913 19	\$5,791,112 56	\$10,210,025 75
1792.	3,443,070 85	337,705 70		\$11,020 51		38,500 00	9,018 65	3,690,960 31	5,070,306 46	8,740,766 77
1793.	4,255,306 56	374,089 62		478 49		303,472 00	10,330 37	4,631,904 87	1,067,701 14	5,720,624 24
1794.	4,801,065 28	337,755 36		22,400 00		1,600,000 00	23,799 48	5,431,904 87	4,609,196 78	10,041,101 65
1795.	5,588,461 26	475,298 60		72,909 24		1,240,000 00	16,506 14	6,114,534 59	3,305,268 50	9,419,802 79
1796.	6,567,987 94	573,445 45		64,500 00	\$4,536 13	1,240,000 00	16,506 14	6,770,529 65	3,862,800 00	10,633,329 65
1797.	7,549,649 65	644,357 95		39,500 00	83,540 00	385,227 00	30,379 29	8,684,780 99	738,916 40	9,423,697 39
1798.	7,106,001 93	778,136 44		41,000 00	11,963 11	79,920 00	18,692 81	8,007,465 80	308,570 47	8,316,036 27
1799.	9,080,932 73	809,396 55		78,000 00	443 75	71,040 00	45,187 56	9,346,813 31	5,074,646 53	12,421,459 84
1800.	10,750,778 93	1,046,043 43	\$734,923 87	78,500 00	167,726 06	88,800 00	266,149 15	12,935,330 95	1,692,435 04	14,627,765 99
1801.	12,438,325 74	1,211,898 80	534,343 36	35,000 00	178,628 02	1,327,500 00	177,905 86	14,983,703 95	10,125 00	15,000,391 31
1802.	10,479,417 61	915,179 69	206,365 44	10,427 26	165,675 69		113,518 18	11,064,807 63	5,327 36	11,070,135 00
1803.	11,098,565 33	50,941 29	71,879 40	28,500 00	487,296 00		10,004 19	11,826,307 38	9,532 64	11,835,840 02
1804.	12,936,487 04	21,747 15	50,198 44	21,342 50	540,193 80		10,004 19	13,560,693 20	128,814 94	13,689,508 14
1805.	14,667,698 17	90,101 45	55,763 86	41,117 67	765,845 73		34,902 35	15,530,931 07	48,897 71	15,608,828 78
1806.	15,845,591 61	8,051 40	34,729 56	3,614 73	647,639 97		21,892 35	16,398,019 26		16,398,019 26
1807.	16,363,520 58	8,210 73	19,150 31		449,232 33		21,892 35	17,069,661 93	1,882 16	17,069,661 93
1808.	7,906,020 58	4,044 39	7,517 31		686,548 82		23,638 51	7,773,473 13		7,773,473 13
1809.	8,583,300 31	7,430 63	12,448 68		710,277 53		4,476 84	9,384,211 28	2,759,092 25	12,143,306 53
1810.	13,313,922 73	2,293 95	7,666 60	37 70	1,040,327 78		80,068 23	14,423,599 09	8,309 05	14,431,898 14
1811.	8,948,777 53	4,903 06	7,520 93	85,039 70	852,855 14		41,125 47	9,801,139 76	13,837,900 00	92,639,032 76
1812.	13,294,623 25	4,755 04	1,405 52	35,000 00	1,135,871 00		110,399 81	14,340,409 95	26,184,435 00	40,234,844 95
1813.	5,998,772 08	1,692,994 82	9,219 47 36	45,000 00	1,135,871 00		130,282 92	15,696,916 82	23,277,411 79	34,350,326 61
1814.	4,673,050 07	2,163,673 41	163,673 41	135,000 00	1,135,871 00		130,282 92	15,696,916 82	35,264,290 78	50,961,211 60
1815.	5,134,768 31	2,423,635 60	1,404,127 04	140,747 74	1,135,871 00		130,282 92	15,696,916 82	9,404,436 16	25,171,437 92
1816.	26,306,874 86	2,423,635 60	1,404,127 04	140,747 74	1,135,871 00		130,282 92	15,696,916 82	73,449,290 74	91,532,292 53
1817.	20,892,348 40	2,423,635 60	1,404,127 04	140,747 74	1,135,871 00		130,282 92	15,696,916 82	8,765 62	21,503,195 16
1818.	17,176,363 00	2,423,635 60	1,404,127 04	140,747 74	1,135,871 00		130,282 92	15,696,916 82	2,391 00	18,000,605 37
1819.	20,283,608 70	2,423,635 60	1,404,127 04	140,747 74	1,135,871 00		130,282 92	15,696,916 82	3,044,824 13	20,844,439 64
1820.	13,065,012 15	1,692,994 82	31,340 62	6,465 85	1,135,871 00		130,282 92	15,696,916 82	5,000,324 00	19,573,203 72
1821.	12,064,447 15	1,692,994 82	31,340 62	6,465 85	1,135,871 00		130,282 92	15,696,916 82		20,540,666 26
1822.	10,084,461 44	1,692,994 82	31,340 62	6,465 85	1,135,871 00		130,282 92	15,696,916 82		20,540,666 26
1823.	10,084,461 44	1,692,994 82	31,340 62	6,465 85	1,135,871 00		130,282 92	15,696,916 82		20,540,666 26
1824.	17,476,392 71	2,423,635 60	1,404,127 04	140,747 74	1,135,871 00		130,282 92	15,696,916 82		20,540,666 26
1825.	20,084,713 45	2,423,635 60	1,404,127 04	140,747 74	1,135,871 00		130,282 92	15,696,916 82		20,540,666 26
1826.	20,084,713 45	2,423,635 60	1,404,127 04	140,747 74	1,135,871 00		130,282 92	15,696,916 82		20,540,666 26
1827.	13,112,293 99	1,692,994 82	31,340 62	6,465 85	1,135,871 00		130,282 92	15,696,916 82		20,540,666 26
1828.	13,112,293 99	1,692,994 82	31,340 62	6,465 85	1,135,871 00		130,282 92	15,696,916 82		20,540,666 26
1829.	13,112,293 99	1,692,994 82	31,340 62	6,465 85	1,135,871 00		130,282 92	15,696,916 82		20,540,666 26
1830.	13,112,293 99	1,692,994 82	31,340 62	6,465 85	1,135,871 00		130,282 92	15,696,916 82		20,540,666 26

24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
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\$1,458,723 93 deducted from the aggregate receipts, as per account of the Treasurer, No. 76922.
 \$2,070 73 added, being net amount paid by depositaries previously deducted as unavailable.

Statement of expenditures from the beginning of the

[The year 1867, and subsequent, are from the account of warrants on the

Years.	Civil list.	Foreign in- tercourse.	Miscellaneous.	Military service.	Pensions.
From March 4, 1789, to December 31, 1791.	\$757, 134 45	\$14, 733 33	\$311, 533 83	\$632, 804 02	\$175, 213 4
1792	380, 917 58	78, 766 67	194, 572 32	1, 100, 702 09	109, 243 15
1793	358, 241 08	89, 500 00	24, 709 46	1, 130, 249 08	80, 067 54
1794	440, 946 58	146, 403 51	118, 248 30	2, 639, 097 59	81, 339 24
1795	361, 633 36	912, 685 12	92, 718 50	2, 480, 910 13	62, 673 24
1796	447, 139 05	184, 859 64	150, 476 14	1, 260, 263 84	100, 243 71
1797	483, 223 70	669, 788 54	103, 860 82	1, 039, 402 66	92, 226 64
1798	504, 605 17	457, 428 74	149, 004 15	2, 009, 522 30	104, 644 71
1799	592, 905 76	271, 374 11	175, 111 81	2, 466, 946 98	95, 444 63
1800	748, 688 45	385, 288 18	193, 036 59	2, 560, 678 77	64, 130 73
1801	549, 288 31	295, 676 73	269, 403 41	1, 672, 944 08	73, 533 73
1802	596, 981 11	550, 925 93	315, 022 36	2, 179, 148 25	83, 440 73
1803	526, 583 12	1, 110, 834 77	205, 217 87	853, 055 85	82, 902 1
1804	624, 795 63	1, 186, 655 57	379, 358 23	875, 423 93	80, 092 4
1805	585, 849 79	2, 798, 028 77	374, 780 19	712, 781 28	81, 854 4
1806	684, 230 53	1, 760, 421 30	445, 485 18	1, 224, 355 38	81, 854 4
1807	655, 524 65	577, 826 34	464, 546 52	1, 288, 685 91	70, 570 2
1808	691, 167 80	304, 992 83	427, 124 92	2, 900, 834 40	82, 576 1
1809	712, 465 13	166, 306 04	337, 032 62	3, 345, 772 17	87, 833 7
1810	703, 994 03	81, 367 48	315, 783 47	2, 284, 353 94	83, 741 1
1811	644, 467 27	264, 904 47	457, 919 66	2, 032, 828 19	73, 041 1
1812	826, 271 55	347, 703 29	509, 113 37	11, 817, 798 24	91, 402 1
1813	780, 545 45	208, 941 01	738, 949 15	19, 632, 013 02	86, 908 4
1814	927, 494 23	177, 179 97	1, 103, 435 50	20, 350, 806 86	90, 164 3
1815	852, 247 16	280, 892 04	1, 755, 731 27	14, 794, 294 22	69, 636 0
1816	1, 208, 125 77	364, 630 40	1, 416, 985 00	16, 012, 096 80	128, 394 1
1817	994, 586 17	281, 995 97	2, 242, 384 63	8, 004, 236 53	297, 374 0
1818	1, 109, 559 79	420, 429 90	2, 305, 447 06	5, 622, 715 10	690, 719 3
1819	1, 142, 180 41	284, 113 84	1, 640, 917 62	6, 506, 300 37	2, 415, 323 2
1820	1, 248, 310 05	253, 370 04	1, 090, 441 85	2, 630, 392 31	3, 208, 371 2
1821	1, 112, 292 64	207, 110 75	903, 718 15	4, 461, 291 78	2, 415, 323 2
1822	1, 158, 131 58	164, 879 51	644, 985 15	3, 111, 981 48	1, 946, 136 4
1823	1, 058, 911 65	292, 118 56	671, 663 78	3, 096, 924 43	1, 726, 328 2
1824	1, 336, 266 24	5, 140, 099 83	678, 942 74	3, 340, 939 85	1, 498, 308 1
1825	1, 330, 747 24	371, 666 25	1, 046, 131 40	3, 659, 914 18	1, 308, 210 1
1826	1, 256, 745 48	232, 719 08	1, 110, 113 27	3, 943, 194 37	1, 556, 800 1
1827	1, 228, 141 04	659, 211 87	826, 123 67	3, 938, 977 88	976, 12 1
1828	1, 455, 490 58	1, 001, 193 66	1, 219, 668 40	4, 145, 544 56	650, 573 3
1829	1, 327, 069 36	907, 765 85	1, 566, 769 66	4, 724, 291 07	949, 244 1
1830	1, 579, 724 64	284, 067 27	1, 363, 384 13	4, 767, 128 88	1, 363, 384 13
1831	1, 373, 755 99	298, 554 00	1, 392, 336 11	4, 841, 835 55	1, 170, 663 2
1832	1, 800, 757 74	325, 181 07	2, 451, 302 64	5, 446, 034 88	1, 164, 422 2
1833	1, 562, 756 28	955, 395 88	3, 198, 691 77	6, 704, 019 10	4, 509, 152 4
1834	2, 080, 601 60	741, 562 35	2, 082, 365 00	5, 696, 169 38	3, 364, 205 4
1835	1, 905, 551 51	574, 750 28	1, 542, 296 74	5, 759, 156 89	1, 254, 711 1
1836	2, 110, 175 47	933, 392 65	2, 749, 721 60	12, 169, 226 64	2, 682, 737 7
1837	2, 357, 035 94	4, 603, 905 40	2, 832, 428 93	13, 682, 730 80	2, 672, 162 6
1838	2, 688, 708 56	1, 215, 095 52	3, 256, 660 68	12, 897, 294 16	2, 156, 657 6
1839	2, 116, 982 77	987, 667 92	2, 621, 340 20	8, 916, 995 80	3, 142, 323 2
1840	2, 736, 769 31	663, 278 15	2, 575, 351 50	7, 095, 267 23	2, 683, 563 8
1841	2, 556, 471 79	428, 410 57	3, 505, 999 09	8, 801, 610 24	2, 368, 024 1
1842	2, 905, 041 65	563, 191 41	3, 307, 391 48	6, 610, 438 02	1, 372, 931 3
1843, (to June 30).	1, 222, 422 48	400, 566 04	1, 578, 724 48	2, 908, 671 95	639, 241 1
1843-44	2, 454, 958 15	636, 079 66	2, 554, 146 05	5, 212, 163 66	2, 032, 022 2
1844-45	2, 369, 652 79	702, 637 22	2, 639, 470 97	5, 746, 291 28	2, 408, 774 4
1845-46	2, 532, 232 92	409, 292 55	3, 769, 758 49	10, 413, 370 58	1, 211, 175 7
1846-47	2, 570, 338 44	405, 079 10	3, 910, 190 81	35, 840, 030 33	1, 744, 474 2
1847-48	2, 647, 802 87	448, 593 01	2, 554, 455 37	27, 687, 334 21	1, 227, 286 2
1848-49	2, 865, 196 91	6, 908, 996 72	3, 111, 140 61	14, 558, 473 26	1, 327, 286 2
1849-50	3, 027, 454 39	5, 990, 858 81	7, 025, 450 33	9, 687, 034 58	1, 266, 244 2
1850-51	3, 481, 219 51	6, 256, 427 16	8, 146, 577 33	12, 161, 965 11	1, 266, 244 2
1851-52	3, 439, 923 22	4, 196, 321 59	9, 867, 926 64	8, 521, 506 19	2, 401, 574 2
1852-53	4, 265, 861 68	950, 871 30	12, 246, 935 03	9, 910, 496 49	1, 736, 368 2
1853-54	4, 821, 492 24	7, 763, 812 31	13, 461, 450 13	11, 722, 293 87	1, 232, 022 2
1854-55	6, 350, 875 88	997, 007 26	16, 735, 442 29	14, 648, 074 07	1, 477, 612 2
1855-56	6, 452, 256 35	3, 642, 615 39	18, 260, 475 94	16, 963, 160 51	1, 286, 286 2
1856-57	7, 611, 547 27	999, 177 65	18, 946, 169 91	19, 159, 150 87	1, 369, 115 2
1857-58	7, 116, 339 04	1, 396, 508 72	17, 847, 651 19	25, 679, 121 63	1, 219, 72 2
1858-59	5, 913, 281 50	981, 946 87	16, 873, 731 68	23, 154, 730 38	1, 222, 222 2
1859-60	6, 077, 008 95	1, 146, 143 79	20, 708, 233 43	16, 472, 902 72	1, 160, 244 2
1860-61	6, 074, 041 83	1, 147, 766 91	16, 026, 524 79	23, 061, 530 67	1, 034, 368 2
1861-62	5, 886, 615 07	1, 339, 226 66	14, 160, 020 86	329, 173, 562 29	1, 276, 176 2
1862-63	6, 294, 605 97	1, 241, 325 03	15, 662, 451 37	603, 314, 411 82	1, 072, 232 2
1863-64	7, 999, 683 50	1, 239, 893 66	15, 332, 639 71	690, 391, 048 66	4, 263, 673 2

Government to June 30, 1872, under the following heads:

Treasurer issued; all previous years are from the account of warrants paid.]

Indiana.	Naval establish- ment.	Net ordinary ex- penditures.	Public debt, in- cluding prin- cipal and in- terest.	Total.	Balances in the Treasury at the end of each year.
\$27,000 00	\$570 00	\$1,919,589 52	\$5,287,949 50	\$7,207,539 02	\$973,905 75
13,648 85	53 02	1,877,903 68	7,263,665 99	9,141,569 67	783,444 51
27,282 83		1,710,070 26	5,819,505 29	7,529,575 55	753,661 69
13,043 46	61,408 97	3,500,546 65	5,801,578 09	9,302,124 74	1,151,924 17
23,475 68	410,562 03	4,350,658 04	6,084,411 61	10,435,069 65	516,442 61
113,563 98	274,784 04	2,531,930 40	5,835,846 44	8,367,776 84	888,995 42
62,396 38	382,631 89	2,833,590 96	5,792,421 82	8,626,012 78	1,021,899 04
16,470 09	1,381,347 76	4,623,223 54	3,990,294 14	8,613,517 68	2,617,451 43
30,309 19	2,858,081 84	6,480,166 72	4,996,876 78	11,077,043 50	2,161,887 77
31 22	3,442,716 03	7,411,369 97	4,578,369 95	11,989,739 92	2,623,311 99
9,000 00	2,111,424 00	4,981,669 90	7,291,707 04	12,273,376 94	3,295,391 00
94,000 00	915,561 87	3,737,079 91	9,539,004 76	13,276,084 67	5,020,697 64
60,000 00	1,215,320 53	4,002,824 24	7,256,159 43	11,258,983 67	4,825,811 60
116,500 00	1,189,832 75	4,452,858 91	8,171,787 45	12,624,646 36	4,037,005 26
196,500 00	1,597,500 00	6,357,234 62	7,369,889 79	13,727,124 41	3,999,388 99
234,200 00	1,649,641 44	6,080,209 36	8,989,844 61	15,070,093 97	4,538,123 80
205,425 00	1,722,064 47	4,984,572 89	6,307,720 10	11,292,292 99	9,643,850 07
213,575 00	1,884,067 80	6,504,338 85	10,260,245 35	16,764,584 20	9,941,809 96
337,503 84	2,427,758 80	7,414,672 14	6,452,554 16	13,867,226 30	3,248,056 78
177,625 00	1,654,244 20	5,311,082 28	8,008,904 46	13,319,986 74	2,672,276 57
151,275 00	1,965,566 39	5,592,604 86	8,009,204 05	13,601,808 91	3,502,305 80
277,245 00	3,959,365 15	17,829,498 70	4,449,622 45	22,279,121 15	3,862,217 41
167,358 28	6,446,600 10	28,082,396 92	11,108,123 44	39,190,520 36	5,196,542 63
167,394 86	8,111,290 60	30,127,686 38	7,900,543 94	38,028,230 32	1,727,848 63
530,750 00	7,660,000 25	26,953,571 00	12,628,922 35	39,582,493 35	13,106,592 88
274,512 16	3,908,278 30	23,373,432 58	24,871,062 93	48,244,495 51	22,033,519 19
319,463 71	3,314,598 49	15,454,609 92	25,423,036 12	40,877,646 04	14,989,465 48
503,704 27	2,853,695 00	13,808,673 78	21,296,201 62	35,104,875 40	1,478,526 74
463,181 39	3,647,640 42	16,300,273 44	7,703,926 29	24,004,199 73	2,079,992 38
315,750 01	4,387,990 00	13,134,530 57	8,628,494 28	21,763,024 85	1,198,461 21
477,005 44	3,319,243 06	10,723,479 07	8,367,093 62	19,090,572 69	1,681,592 24
575,007 41	2,224,458 98	9,827,843 51	7,848,949 12	17,676,592 00	4,237,427 55
300,781 82	2,503,765 83	9,784,154 59	5,530,016 41	15,314,171 63	9,463,922 81
429,987 90	2,904,581 56	15,330,144 71	16,568,393 76	31,898,538 47	1,946,597 13
724,106 44	3,049,083 86	11,490,459 94	12,093,344 78	23,585,804 72	5,201,650 43
743,447 83	4,218,902 45	13,082,316 27	11,041,082 19	24,103,398 46	6,358,686 18
760,624 88	4,263,877 45	12,653,095 65	10,003,686 39	22,656,764 04	6,666,286 10
715,024 24	3,918,786 44	13,296,041 45	12,163,438 07	25,459,479 52	5,972,435 81
576,344 74	3,308,745 47	12,680,490 62	12,383,867 78	25,044,358 40	5,755,704 79
622,262 47	3,239,428 63	13,229,543 33	11,335,748 22	24,565,291 12	6,014,539 75
930,738 04	3,356,183 07	13,864,067 90	16,174,378 22	30,039,446 55	4,502,914 45
352,419 75	3,956,370 29	16,516,388 77	17,840,309 29	34,356,698 46	2,011,777 55
402,980 93	3,901,356 75	22,713,755 11	1,343,243 38	24,257,298 09	11,702,905 31
003,953 20	3,956,960 42	18,425,417 25	6,176,565 19	24,601,962 44	8,892,858 42
706,444 48	3,864,939 06	17,514,950 28	58,191 00	17,573,141 56	26,749,803 96
615,141 49	5,407,718 23	30,968,164 04		30,668,164 04	46,708,436 00
344,036 19	6,646,914 53	37,243,214 24	21,822 91	37,265,037 15	37,327,252 69
504,191 34	6,131,580 53	33,849,718 08	5,605,720 27	39,455,438 35	36,891,196 94
525,917 28	6,182,294 25	26,496,948 73	11,117,987 42	37,614,936 15	33,157,503 68
331,794 86	6,113,896 89	24,139,920 11	4,086,613 70	28,226,533 81	29,963,163 46
514,837 12	6,001,076 97	26,196,840 29	5,600,689 74	31,797,530 03	28,685,111 08
199,069 68	8,397,242 95	24,361,336 59	8,575,539 94	32,936,878 53	30,521,979 44
577,371 00	3,727,711 53	11,256,508 60	8,861,596 55	12,118,105 15	39,186,284 74
256,532 39	6,498,199 11	20,650,108 01	12,991,909 84	33,642,010 85	36,742,829 62
529,351 35	6,297,177 89	21,895,369 61	8,595,039 10	30,490,408 71	36,194,274 81
027,683 64	6,455,013 92	26,418,459 59	1,213,923 31	27,632,282 90	38,261,959 63
430,411 30	7,900,635 76	33,801,569 37	6,719,289 37	40,520,851 74	33,079,876 43
252,296 81	9,408,476 02	45,227,454 77	15,427,688 42	60,655,143 19	29,416,612 43
744,161 55	9,746,705 92	39,833,542 61	16,432,880 13	56,268,422 74	32,827,082 69
063,591 47	7,904,724 66	37,165,990 09	7,438,728 17	44,604,718 26	35,871,753 31
220,401 77	8,808,581 38	44,049,949 48	4,286,154 83	48,476,104 31	40,158,353 25
013,576 04	8,918,442 10	40,389,954 56	6,322,554 27	46,712,608 83	43,338,860 02
40,494 12	11,067,789 53	44,078,156 35	10,498,905 39	54,577,061 74	50,261,901 69
50,339 55	10,790,096 32	51,142,138 42	24,330,906 68	75,473,119 08	48,571,073 41
772,980 78	13,327,195 11	56,312,097 72	9,832,678 24	66,164,775 96	47,477,672 13
644,263 97	14,074,434 64	60,333,836 45	12,392,505 12	72,726,341 57	49,108,289 60
855,653 64	12,651,894 61	65,032,559 76	6,242,027 61	71,274,587 37	46,802,855 00
778,216 18	14,033,264 64	72,291,119 70	9,771,067 04	82,062,186 74	35,113,334 22
890,534 53	14,690,927 90	66,327,405 72	17,351,237 20	83,674,642 92	33,193,248 60
601,121 54	11,514,649 93	60,010,062 58	17,045,013 07	77,055,075 65	32,979,530 78
165,481 17	12,397,156 52	62,537,221 62	22,850,141 46	85,387,363 08	30,963,857 83
527,942 37	42,640,333 91	456,379,896 81	109,287,461 87	565,667,358 08	46,965,304 87
52,032 70	63,261,255 31	494,004,575 56	203,811,335 69	699,815,911 25	36,523,046 13
229,975 97	85,704,963 74	811,283,679 14	484,257,435 72	1,285,541,114 86	134,433,738 44

Statement of expenditures from the beginning of the

Years.	Civil list.	Foreign in- tercourse.	Miscellaneous.	Military service.	Pensions.
1864-'65	\$10,584,604 17	\$1,251,190 10	\$27,798,654 98	\$1,030,690,400 06	\$16,347,621 34
1865-'66	11,984,773 97	1,315,749 04	27,312,591 16	283,154,676 06	15,605,549 00
1866-'67	15,128,830 90	1,793,307 98	33,876,129 13	96,715,832 12	20,939,748 00
1867-'68	13,127,783 70	1,442,632 00	38,092,091 55	123,107,147 96	23,792,371 00
1868-'69	*26,171,003 04	1,091,171 05	29,413,497 12	78,663,649 23	22,475,455 00
1869-'70	15,867,336 32	1,491,214 53	36,064,808 87	57,615,801 87	22,402,241 00
1870-'71	†12,760,779 46	1,604,373 87	40,116,762 90	35,799,991 82	34,443,444 00
1871-'72	16,076,460 35	1,839,369 14	43,068,927 93	35,372,157 20	22,533,462 00

* This includes..... \$7,200,000 00 paid for Alaska.
 Also..... 5,505,451 79 paid for mail service, Post-Office Department.
12,705,451 79

Government to June 30, 1872, &c.—Continued.

Indiana.	Naval establish- ment.	Net ordinary ex- penditures.	Public debt, in- cluding prin- cipal and in- terest.	Total.	Balances in the Treasury at the end of each year.
\$3,059,360 71	\$122,617,434 07	\$1,214,349,195 43	\$692,084,135 94	\$1,906,433,331 37	\$33,933,657 89
3,295,739 32	43,285,662 00	385,954,731 43	753,389,350 52	1,139,344,081 85	165,301,654 76
1,687,715 66	31,074,965 90	206,216,571 38	890,134,995 28	1,096,351,566 66	199,289,180 73
4,100,660 41	25,734,658 88	229,397,251 37	839,974,993 99	1,069,372,245 36	160,666,451 89
6,941,466 96	20,055,004 89	190,851,647 96	394,281,641 16	585,133,289 12	185,157,061 77
3,410,279 41	21,786,591 64	164,658,273 84	538,497,117 60	703,155,391 44	178,731,643 96
7,426,997 44	19,431,027 21	157,583,827 58	534,097,031 32	691,690,858 90	.....
7,061,728 82	21,249,809 99	153,201,856 19	529,323,414 02	682,525,270 21	.....

¹For the years 1871 and 1872 this statement is from warrants *issued*; prior to 1871 for warrants *paid*.

Statement of outstanding principal of the public debt of the United States on the 1st of January of each year, from 1791 to 1842, inclusive; and on the 1st of July of each year, from 1843 to 1872, inclusive.

January 1, 1791.....	\$75,463,476 52	January 1, 1832.....	\$24,322,231 1
1792.....	77,927,924 66	1833.....	7,001,69 2
1793.....	80,352,634 04	1834.....	4,760,09 2
1794.....	78,427,404 77	1835.....	37,31 1
1795.....	80,747,587 39	1836.....	3,36,807 2
1796.....	83,762,179 07	1837.....	3,304,121 0
1797.....	82,064,479 33	1838.....	10,434,211 1
1798.....	79,228,529 12	1839.....	3,573,341 1
1799.....	78,408,669 77	1840.....	5,250,771 2
1800.....	82,976,294 35	1841.....	13,584,471 7
1801.....	83,038,050 80	1842.....	20,601,471 2
1802.....	80,712,632 25	July 1, 1843.....	32,742,921 2
1803.....	77,054,686 30	1844.....	23,461,621 2
1804.....	86,427,190 88	1845.....	15,923,201 2
1805.....	82,312,150 50	1846.....	15,550,991 2
1806.....	75,723,270 66	1847.....	32,236,241 7
1807.....	69,218,398 64	1848.....	47,044,241 7
1808.....	65,196,317 97	1849.....	63,061,771 2
1809.....	57,023,192 09	1850.....	63,452,771 2
1810.....	53,173,217 52	1851.....	64,304,771 2
1811.....	48,005,587 76	1852.....	66,199,841 2
1812.....	45,209,737 90	1853.....	59,443,117 2
1813.....	55,962,827 57	1854.....	42,242,121 2
1814.....	81,467,846 24	1855.....	35,544,971 2
1815.....	99,833,660 15	1856.....	31,972,267 2
1816.....	127,334,933 74	1857.....	22,629,471 2
1817.....	123,491,965 16	1858.....	44,911,471 2
1818.....	103,466,633 83	1859.....	58,426,571 2
1819.....	95,529,648 28	1860.....	64,742,471 2
1820.....	91,015,566 15	1861.....	80,540,471 2
1821.....	89,987,427 66	1862.....	524,176,411 2
1822.....	93,546,676 98	1863.....	1,119,772,191 2
1823.....	90,875,877 98	1864.....	1,815,744,671 2
1824.....	90,269,777 77	1865.....	2,620,647,471 2
1825.....	83,788,439 71	1866.....	2,773,236,171 2
1826.....	81,054,059 99	1867.....	2,672,136,181 2
1827.....	73,987,357 90	1868.....	2,611,667,571 2
1828.....	67,475,043 87	1869.....	2,566,452,471 2
1829.....	58,421,413 67	1870.....	2,400,672,471 2
1830.....	48,565,406 50	1871.....	2,353,211,171 2
1831.....	39,123,191 68	1872.....	2,253,251,171 2

REPORT OF THE SOLICITOR OF THE TREASURY.

REPORT

OF

THE SOLICITOR OF THE TREASURY.

DEPARTMENT OF JUSTICE,
OFFICE OF THE SOLICITOR OF THE TREASURY,
Washington, D. C., November 13, 1872.

SIR: I have the honor to transmit, herewith, seven tabular statements, exhibiting the amount, character, and results of the litigation, under the direction of this Office for the fiscal year ending June 30, 1872, so far as the same are shown by the reports received from the United States attorneys for the several districts. These tables embrace respectively:

1. Suits on custom-house bonds.
2. Suits on transcripts of accounts of defaulting public officers, excepting those of the Post-Office Department, adjusted by the accounting officers of the Treasury Department.
3. Post-office suits, embracing those against officers of the Post-Office Department, and cases of fines, penalties, and forfeitures, for violation of the postal laws.
4. Suits for the recovery of fines, penalties, and forfeitures under the customs revenue and navigation laws.
5. Suits in which the United States are interested, not embraced in the other classes.
6. Suits against collector of cutsons, and other agents of the government, for refund of duties and acts done in the line of their official duty.
7. A general summary or abstract of all the other tables.

An examination of this summary will show that the whole number of suits commenced within the year was 1854, of which—

295 were of class 1, for the recovery of.....	\$1,350,773 62
115 were of class 2, for the recovery of.....	2,767,857 36
207 were of class 3, for the recovery of.....	39,760 23
432 were of class 4, for the recovery of.....	3,189,421 71
596 were of class 5, for the recovery of.....	1,219,372 19
209 were of class 6.....	

Making a total sued for, as reported, of.....	8,567,185 11
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Of the whole number of suits brought, 593 were decided in favor of the United States; 23 were adversely decided; 258 were settled and dismissed; in 12 penalties were remitted by the Secretary of the Treasury; leaving 968 still pending.

Of those pending at the commencement of the year, 357 were decided for the United States; 75 were decided adversely; 858 were settled and dismissed; and in 8 penalties were remitted by the Secretary of the Treasury.

The entire number of suits decided, or otherwise disposed of during the year, was 2,184; the whole amount for which judgments were ob-

tained, exclusive of decrees *in rem*, was \$942,365.67, and the entire amount collected from all sources was \$1,000,422.41.

The following tables exhibit a comparative view of the litigation of the last year, and the next preceding one:

Data.	In suits commenced during the fiscal years ending June 30, 1871, and June 30, 1872.							
	Aggregate sued for.	Aggregate in judgments for the United States.	Collected.	Decided for the United States.	Decided against the United States.	Settled and dismissed.	Remitted.	Pending.
June 30, 1871 ...	\$12,604,601 01	\$280,410 97	\$586,271 76	493	24	387	9	1,203
June 30, 1872 ...	8,267,185 11	397,949 62	478,450 65	593	23	256	12	966

Date.	In suits commenced prior to the fiscal years ending June 30, 1871, and June 30, 1872.					Proceedings in all suits.			
	Aggregate of judgments in old suits.	Decided for the United States.	Decided against the United States.	Settled and dismissed.	Collections in old suits.	Total number of suits disposed of.	Total number of judgments in favor of United States.	Whole amount of judgments.	Whole amount collected.
June 30, 1871 ...	\$908,058 20	566	183	1,142	\$703,657 30	2,804	1,059	\$1,188,469 17	\$1,238,623 67
June 30, 1872 ...	544,415 85	357	75	858	521,971 76	2,184	950	942,365 67	1,000,422 41

I am, very respectfully

E. C. BANFIELD,
Solicitor of the Treasury.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

SUMMARY.

Judicial districts.	In suits brought during the fiscal year.						In suits commenced prior to the fiscal year.					Whole number of suits disposed of.	Whole number of judgments for United States during the year.	Total judgments during the year.	Total collections during the year.
	Number of suits.	Aggregate sued for.	Aggregate judgment.	Collections.	Decided for the United States.	Decided against United States.	Settled, dismissed, &c.	Pending.	Judgments in old suits.	For United States.	Against United States.	Settled, &c.	Collections in old suits.		
Massachusetts	14	\$1,560 00					3	11							
New York, northern district	1						1	1							
New York, southern district	213	1,136 656 00					63	150	\$21,514 87	5		140	\$477 34	\$21,514 87	\$477 34
New York, eastern district									3,654 89	31		4		3,654 89	
Pennsylvania, eastern district	2		\$523 00						406 66	2				599 06	
Maryland	8	1,772 30	599 06				1	2				6		599 06	
Virginia, eastern district	6	992 00	700 00											700 00	
Alabama, southern district	1	48 53	50 00											50 00	
Louisiana	43	193,306 76	4,296 34	\$1,190 73	10		5	28	2,676 47	5	1	4	493 74	6,972 85	1,684 47
Texas, eastern district	3	3,058 90					1	2	3,600 00	2	5			3,600 00	
California	8	11,979 13					8	2				7			
Total	295	1,350,773 63	6,168 46	1,190 73	20	1	81	183	13,852 89	45	6	161	971 08	20,031 35	2,161 81

No. 2.—*Report of suits on Treasury transcripts other than post-office cases instituted during the fiscal year ending June 30, 1872, in the several United States courts, and of proceedings had during said period in suits which were instituted prior thereto.*

SUMMARY.

Judicial districts.	In suits brought during the fiscal year.						In suits brought prior to the fiscal year.											
	Number of suits.	Aggregate sued for	Aggregate in judgment.	Collections.	For the United States.	Against the United States.	Settled, dismissed, &c.	Remitted.	Pending.	Judgments in old suits.	For the United States.	Against the United States.	Settled, &c.	Collections.	Whole number of suits disposed of	Whole number of judgments in favor of United States.	Total judgments.	Total collections.
Maine.....	1	\$639 64	\$675 00	\$675 00	1				1	\$25,450 48	1				2	1	\$675 00	\$675 00
New Hampshire.....	2	15,839 70	2,314 21	2,314 21					1						2	1	\$3,450 48	\$3,450 48
New York, northern district.....	2	180,422 28		27,300 00											2	2		26,156 56
New York, southern district.....	2	52,355 37													2	2		
New Jersey.....	1	9,322 84		1,992 73			3		3	7,311 30	2				7	2	7,311 30	31,945 99
Pennsylvania, eastern district.....	3	415,307 44							4	34,533 13	3				3	3	34,533 13	31,930 93
Pennsylvania, western district.....	1	20,660 98							1						1	1		
Delaware.....	4	4,633 70							4						4	4		
Maryland.....	4	51,838 69		792 00					4	2,190 15	3				4	3	2,190 15	12,735 94
Virginia, eastern district.....	5	60,844 10	34,164 49		1				4	12,904 60	3				5	3	47,069 09	38,109 08
Virginia, western district.....	2	697 46							4	7,975 39	3				3	2	7,975 39	
West Virginia.....	2	13,546 73		414 00					2						1	1		2,661 47
District of Columbia.....	3	2,903 93							3						3	3	1,359 88	1,359 88
North Carolina.....	3	310,096 88							3						3	3		
South Carolina.....	2	210,047 00							2						2	2		
Georgia.....	4	7,130 80		265 36					3	9,053 84	3				3	3	17,113 67	17,469 93
Florida, northern district.....	4	16,449 51		5,333 81					3						3	3	5,333 81	
Florida, southern district.....	2	11,094 56							2						2	2		
Alabama, northern district.....	2								2						2	2		
Alabama, southern district.....	2								2						2	2		
Mississippi.....	2	\$474 12		\$,561 54					2						2	2		\$,561 54
Louisiana.....	2								2						2	2		\$10,160 00

Mississippi, northern district.....	2	3, 611 25					2	9, 811 28	2	9, 811 28	.....	.....
Mississippi, southern district.....	6	184, 423 58					4		.....	.....	.....	.....
Louisiana.....	6	146, 621 05					6		.....	.....	.....	.....
Texas, eastern district.....	1	55, 110 05					1		.....	.....	.....	.....
Texas, western district.....	6	457, 273 99					6	91, 543 69	3	1	93, 074 20	.....
Arkansas, eastern district.....	2	1, 726 91					1		.....	.....	.....	.....
Arkansas, western district.....	.....	.....	136 45				.....	.....	.....	.....	.....	136 45
Tennessee, eastern district.....	1	3, 254 25					1	351 00	1	1	351 00	.....
Tennessee, middle district.....	1	10, 000 00					1	5, 027 57	4	4	5, 027 57	.....
Tennessee, western district.....	1	777 88					1	1, 166 37	3	3	12, 530 42	.....
Kentucky.....	.....	.....					.....	6, 089 32	3	3	6, 089 32	.....
Ohio, northern district.....	3	27, 727 06					.....	.....	.....	.....	.....	.....
Ohio, southern district.....	4	6, 649 51					.....	.....	.....	.....	.....	.....
Indiana.....	1	3, 405 15					1	149, 833 59	3	1	396 25	.....
Illinois, northern district.....	5	33, 369 03					.....	33, 849 85	4	.....	4, 984 80	.....
Illinois, southern district.....	5	59, 049 77					.....	22, 052 43	3	.....	12, 798 91	.....
Michigan, eastern district.....	1	7, 353 66					1	1, 497 23	1	.....	16, 342 33	.....
Michigan, western district.....	3	11, 814 37					.....	.....	.....	.....	.....	.....
Wisconsin, eastern district.....	2	16, 709 57					2	.....	.....	.....	.....	.....
Wisconsin, western district.....	1	172, 095 25					.....	.....	.....	.....	.....	.....
Missouri, eastern district.....	4	44, 880 95					.....	19, 321 07	1	1	6, 363 63	.....
Missouri, western district.....	.....	.....					.....	.....	.....	.....	.....	.....
Iowa.....	.....	.....					.....	.....	.....	.....	.....	.....
Minnesota.....	1	127 25					.....	.....	.....	.....	.....	.....
Kansas.....	3	446, 995 17					.....	.....	.....	.....	.....	.....
California.....	.....	.....					.....	.....	.....	.....	.....	.....
Oregon.....	.....	.....					.....	.....	.....	.....	.....	.....
Nevada.....	.....	.....					.....	.....	.....	.....	.....	.....
Nebraska.....	1	2, 948 21					1	.....	.....	.....	.....	.....
New Mexico.....	.....	.....					.....	.....	.....	.....	.....	.....
Utah.....	.....	.....					.....	.....	.....	.....	.....	.....
Washington Territory.....	1	2, 598 08					.....	.....	.....	.....	.....	.....
Colorado.....	.....	.....					.....	.....	.....	.....	.....	.....
Dakota.....	1	9, 480 84					.....	.....	.....	.....	.....	.....
Arizona.....	2	16, 573 83					.....	.....	.....	.....	.....	.....
Idaho.....	.....	.....					.....	.....	.....	.....	.....	.....
Montana.....	.....	.....					.....	.....	.....	.....	.....	.....
Wyoming.....	.....	.....					.....	.....	.....	.....	.....	.....
Total.....	115	2, 767, 857 36	145, 942 68	104, 223 13	21	14	80	351, 199 13	39	1	23	347, 667 25
										60	497, 141 81	352, 290 38

No. 3.—*Report of post-office suits instituted during the fiscal year ending June 30, 1872, in the several United States courts, and of proceedings had during said period in suits which were instituted prior thereto.*

SUMMARY.

Judicial districts.	In suits brought during the fiscal year.						In suits commenced prior to the fiscal year.						Whole number of suits disposed of.	Whole number of judgments in favor of United States.	Aggregate judgments.	Aggregate collections.
	Number of suits.	Aggregate sued for.	Aggregate in judgment.	Collections.	For the United States.	Against the United States.	Settled, &c.	Pending.	Judgment in old suits.	For the United States.	Against the United States.	Settled, &c.	Collections.			
Maine.....	3			\$19 37				3					\$7 16			\$19 53
New Hampshire.....	1															
Massachusetts.....	3	\$3,407 86		1,763 01			1							1		1,763 01
Connecticut.....	1															
New York, northern district.....	3	3,665 17	\$4,147 37	4,147 37	2		1					1	253 71	3	\$4,147 37	4,401 08
New York, eastern district.....	1								\$618 67	2			263 90	2	618 67	485 93
Pennsylvania, eastern district.....	15	59 00	1,800 00	100 00	4		1	10					495 93	5	1,800 00	100 00
Pennsylvania, western district.....	3	470 46	107 40	107 40	1			2						1	107 40	107 40
Maryland.....	4	108 97						2						1		
Virginia, eastern district.....	6	405 06	263 40	153 50	3		1	1	7,300 43	4			5,794 94	4	7,300 43	5,704 94
Virginia, western district.....	1													4		
West Virginia.....	7	3,349 91						6								
North Carolina.....	1	1,152 93	919 19		1			1								
South Carolina.....	9	749 52	188 75		4	1	1	3	2,718 84				949 13	10	2,901 59	949 13
Georgia.....	5	9,924 63	1,757 30	1,338 94	1			1	1,514 67	2			1,571 70	3	3,271 87	2,810 64
Florida, northern district.....	4	1,117 01						1					444 19			444 19
Alabama, northern district.....	1	267 73	313 46		1								5,000 00	1	313 46	5,000 00
Alabama, southern district.....	4	118 01	169 62		2			2	601 76				608 17	4	771 38	608 17
Mississippi, northern district.....	10	1,107 69	870 39		2			2	1,808 10	4			2,330 12	6	2,708 49	2,330 12
Mississippi, southern district.....	9	3,009 79	910 70	755 54	3		1	3	940 71	4				8	1,860 41	755 54
Mississippi, western district.....	2	695 12	141 07		1			1	260 76	3			592 64	5	4,707 53	592 64
Texas, northern district.....	3							2	2,321 35	5				6	2,321 35	
Texas, western district.....	11	4,367 76	1,037 66	851 07	6			2	460 04				9,748 95	6	1,037 66	9,748 95
Arkansas, northern district.....	3							2	107 31	1			1,330 90	3	377 31	
Arkansas, eastern district.....	3	150 00	910 00		1			2					970 00	3	1,048 00	970 00
Arkansas, western district.....	3							1	1,064 00				31 00	3	31 00	
Louisiana, northern district.....	3	328 64						3	2,470 35	1			443 40	3	2,470 35	443 40
Louisiana, middle district.....	3							1					1,141 55	1		
Louisiana, western district.....	3							1						1		
Florida, southern district.....	1							1								

Ohio, southern district.....	8	1,192 20	105 00	528 06	1	1	6				417 74	2	2	1	105 00	943 80
Indiana.....	5	489 23	289 00		2		5					2	2	2	289 00	
Illinois, northern district.....																
Illinois, southern district.....	5	3,604 73					5				1,963 53					1,963 53
Michigan, eastern district.....	1	717 87	776 64	776 64	1						14,944 02	2		2	5,162 16	77 48
Michigan, western district.....	4	754 77		656 46		1	3			4,385 52	1					15,730 66
Wisconsin, eastern district.....	2	587 50				1	1					1		1		656 46
Wisconsin, western district.....	1	65 78	5 00		1		1					1		1	5 00	
Missouri, eastern district.....	15	607 67	976 46		4	1	6				1,977 54	9		4	976 46	1,277 54
Missouri, western district.....											55 29					55 29
Iowa.....	1	51 48					1									
Minnesota.....	21	2,119 18	1,423 74	132 89	8	3	10				280 15	11		8	1,423 74	353 04
Kansas.....	1	137 14	137 14		1							1		1	137 14	
California.....	1		615 52	15 00	1							1		1	615 52	75 00
Oregon.....	1									1,694 93	1			1	1,094 93	
Nevada.....																
Nebraska.....	1				1						1,309 09	1		1	500 00	1,309 09
New Mexico.....	2	47 57	500 00				2									
Utah.....	1													1	1,333 45	956 00
Montana.....	1	217 70					1			1,333 45	1					
Wyoming.....	1	1,630 89					1									
Washington.....	1										756 00					756 00
Total.....	207	38,790 23	19,380 25	12,504 86	67	2	16	122	39	2	1	127		106	46,836 33	86,875 34

	90	12, 180 00	500 00	1, 311 80	13	9	9	20	8	1, 400 00	6	5	87	150 00	100	11	2, 260 00	150 00
Louisiana.....	31	1, 000 00	500 00	1, 311 80	13	9	9	4	20	50 00	6	5	7	915 48	36	19	550 00	215 48
Texas, western district.....	2					1	1	1	1					10, 142 34	1			11, 354 24
Arkansas, eastern district.....																		
Arkansas, western district.....											1				1	1		
Tennessee, eastern district.....													1					
Tennessee, middle district.....																		
Tennessee, western district.....													1		1			
Kentucky.....	2	500 00	50 00	719 00	1	1	1	1					1		2	1	50 00	719 00
Ohio, northern district.....	3	700 00	100 00	100 00	1	1	2	1	1		1	2			2	1	100 00	100 00
Ohio, southern district.....	3												3		3			
Indiana.....																		
Illinois, northern district.....	1	500 00	50 00	50 00	1			2		6, 220 00	1			6, 220 00	2	2	6, 270 00	6, 270 00
Illinois, southern district.....																		
Michigan, eastern district.....	37	50 00	5, 228 00	7, 683 38	29	4	4	4	4	1, 165 00	2	1	1	5, 764 72	26	31	6, 393 00	13, 453 10
Michigan, western district.....																		
Wisconsin, eastern district.....	1					1									1			
Wisconsin, western district.....																		
Missouri, eastern district.....	2							2			1				1	1		
Missouri, western district.....																		
Iowa.....																		
Minnesota.....																		
Kansas.....																		
California.....	11			7, 014 21	6		3	2	2	7, 356 47	2	2	2	15, 105 46	14	8		22, 119 69
Oregon.....	1	200 00	200 00		1						1				2	2	7, 556 47	
Nevada.....																		
New Mexico.....																		
Utah.....																		
Washington.....										1, 000 00	1				1	1	1, 000 00	
Colorado.....																		
Dakota.....																		
Arizona.....																		
Idaho.....																		
Montana.....																		
Wyoming.....																		
Total.....	428	3, 189, 421 71	114, 113 62	350, 961 70	140	11	70	13	199	64, 654 94	56	52	159	8	510	198	178, 763 76	556, 780 80

No. 5.—*Report of miscellaneous suits instituted during the fiscal year ended June 30, 1872, in the several United States courts, and of proceedings had during said period in suits which were instituted prior thereto.*

SUMMARY.

Judicial districts.	In suits brought during the fiscal year.						In suits brought prior to the fiscal year.					Whole number of suits disposed of.	Whole number of judgments in favor of United States.	Total judgments.	Total collections.
	Number of suits.	Aggregate sued for.	Aggregate in judgment.	Collections.	For the United States.	Against the United States.	Pending.	Judgment in old suits.	For the United States.	Against the United States.	Settled, &c.				
Maine.....	5	\$594 53	\$355 70	\$325 45	3	2	2	\$1,503 63	1	1	1	6	4	\$1,859 33	\$1,739 08
New Hampshire.....	2	454	740 00	500 00	24	2	2	1	1	1	1	23	25	740 00	740 00
Massachusetts.....	29	500 00	1,000 00	1,000 00	6	6	6	1,000 00	1	1	1	1	1	1,000 00	1,000 00
Rhode Island.....	6	5,000 00	5,000 00	630 55	1	1	1	5,000 00	5	5	5	1	1	5,000 00	630 55
Vermont.....	1	5,000 00	4,293 00	794 00	14	10	20	4,493 98	5	5	5	34	19	8,685 92	9,519 37
New York, northern district.....	44	31,636 28	4,293 00	794 00	14	10	20	16,000 00	4	1	2	19	4	16,000 00	9,794 00
New York, southern district.....	50	14,517 48	1,000 00	794 00	4	12	28	3,000 00	1	1	1	1	1	3,000 00	3,000 00
New York, eastern district.....	4	11,500 00	4	794 00	1	1	2	3,000 00	1	1	1	1	1	3,000 00	3,000 00
New Jersey.....	2	721 48	1,000 00	500 00	1	1	2	2,000 00	4	4	4	21	21	8,718 65	4,716 14
Pennsylvania, eastern district.....	21	314 00	6,718 65	1,775 83	17	1	4	2,040 21	1	1	1	1	1	1,000 00	1,088 20
Pennsylvania, western district.....	1	2,493 69	1,000 00	875 00	5	2	10	6,184 23	4	1	1	16	9	7,034 23	1,531 41
Delaware.....	20	6,699 88	850 00	500 00	2	3	8	2,000 00	4	1	1	2	2	750 00	500 00
Maryland.....	11	1,007 850 00	750 00	500 00	2	3	10	2,000 00	4	1	1	2	2	750 00	500 00
Virginia, eastern district.....	2	2,800 00	750 00	500 00	2	3	10	2,000 00	4	1	1	2	2	750 00	500 00
Virginia, western district.....	2	2,800 00	750 00	500 00	2	3	10	2,000 00	4	1	1	2	2	750 00	500 00
West Virginia.....	2	2,800 00	750 00	500 00	2	3	10	2,000 00	4	1	1	2	2	750 00	500 00
District of Columbia.....	27	1,150 00	20,000 00	300 00	24	3	1	20 00	1	1	1	27	23	20,000 00	300 00
North Carolina.....	47	3,400 00	11,595 45	921 44	40	7	1	21,153 86	23	1	1	47	47	11,595 45	921 44
South Carolina.....	5	500 45	500 45	921 44	5	5	1	515 00	3	3	3	58	58	21,734 53	357 36
Florida, northern district.....	5	720 00	100 00	100 00	1	1	4	50 00	3	3	3	5	5	1,015 00	764 00
Florida, southern district.....	5	720 00	100 00	100 00	1	1	4	50 00	3	3	3	5	5	1,015 00	764 00
Alabama, northern district.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Alabama, southern district.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Mississippi.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Arkansas.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Louisiana.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Texas.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
California.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Montana.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Idaho.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Wyoming.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Nebraska.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Kansas.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Oklahoma.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Indian Territory.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Utah.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Nevada.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Arizona.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Colorado.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
New Mexico.....	1	1,000 00	1,000 00	950 00	1	1	4	200 00	1	1	1	1	1	1,000 00	950 00
Sum Total.....	511	1,000,000 00	1,000,000 00	950,000 00	511	511	511	1,000,000 00	511	511	511	511	511	1,000,000 00	950,000 00

Mississippi, southern district	3	2,964 47	550 00	3	1	9,737 36	4	7	5	10,377 36
Louisiana	4	14,847 21	451 97	3	1	1,600 00	18	6	5	1,251 87
Texas, eastern district	1			3	1	1,600 00	1	20	13	1,060 00
Texas, western district										
Arkansas, eastern district	10	4,530 00	2,000 00	3	1	200 00	2	9	5	2,900 00
Arkansas, western district	103		20,030 00	80	3	2,500 00	6	103	85	22,530 00
Tennessee, eastern district	3	197 45	343 81	2	1	1,000 00	1	3	2	1,343 81
Tennessee, middle district	18		5,500 00	6	7			15	6	5,500 00
Tennessee, western district	19	19,000 00			19	1,500 00	3	52	3	2,500 00
Kentucky	15		560 00	9	5	1,065 00	7	1	2	931 04
Ohio, northern district	14	3,500 00	5,350 00	14				22	16	1,645 00
Ohio, southern district	16	15,391 42	2,970 10	8	2	940 00	4	1	14	2,530 00
Indiana	10	3,177 81	1,950 58	6	2	1,000 00	1	6	12	2,550 10
Illinois, northern district	2		631 00	2	2			15	7	2,500 58
Illinois, southern district	6	2,656 19	2,474 39	5	1	364 00	1	2	6	2,636 39
Michigan, eastern district	4		254 78	1	1	136 80	5	7	6	411 58
Michigan, western district	1	172 40	591 60	8		1			11	591 60
Wisconsin, eastern district	8	166 60	165 00	2				2	2	105 00
Wisconsin, western district	1		100 00	1	1			7	1	100 00
Missouri, eastern district	2	246 72	2,270 00	6	8	7,600 00	4	2	30	9,670 00
Missouri, western district	20	3,560 00	1,050 00	5				5	5	1,050 00
Iowa	5	500 00								
Minnesota										
Kansas	26	16,461 85	6,759 03	19	3	460 00	6	28	25	7,219 03
California	13	42,831 28		2	13					4,728 92
Oregon	2	1,800 00	1,850 00	2				2	2	1,850 00
Nevada										
Nebraska										
New Mexico										
Utah								52		
Washington Territory										
Colorado	3	1,300 00	1,200 00	2	1			2	2	1,200 00
Dakota										
Arizona										
Idaho										
Montana										
Wyoming	2				2	500 00	1	2	1	500 00
Total	596	1,219,372 19	112,444 61	343	6	85,152 82	120	9	137	197,597 43
								684	463	32,314 06

No. 6.—*Report of suits against collectors of customs and other officers instituted during the fiscal year ended June 30, 1872, in the several United States courts, and of proceedings had during said period in suits which were instituted prior thereto.*

SUMMARY.

Judicial districts.	In suits brought during the fiscal year.					In suits bro't prior to the fiscal year.			Whole number of suits disposed of.	Whole number of judgments rendered during the year.
	Number of suits.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Pending.	For the United States.	Against the United States.	Settled, &c.		
Maine	1				1					
Massachusetts	13			3	10				3	
New York, northern district	1		1						1	
New York, southern district	185			3	183	54	1	375	43	1
New Jersey	4		2	2					1	
Pennsylvania, eastern district	1				1			1	1	
Louisiana	1		1					1	1	
Texas, eastern district	1		1						1	
Ohio, southern district							4		4	
Michigan, eastern district	2				2					
Total	209		5	8	196	56	5	377	451	1

Suits brought during the fiscal year ending June 30, 1872.

Judicial districts.	Suits on Treasury transcripts.		Post-office suits.		Prizes, penalties, and forfeitures, under the customs laws.		Suits on customs house bonds.		Suits against collectors and agents of the United States.		Miscellaneous suits.		Total amount re-ported in judgment in favor of United States.	Total amount re-ported collected.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
Maine.....	1	\$639 84	3	\$3,407 86	11				1		5	\$594 53	\$1,450 70	\$1,315 38
New Hampshire.....	2	15,839 70	2	3,665 17	30	\$2,338,400 00	14	\$1,560 00	13		29	500 00	102,840 00	107,170 00
Massachusetts.....	3	180,423 28	3	1,076 69	92	799,906 54	213	1,136,056 00	44		1	5,000 00	1,000 00	1,305 58
Rhode Island.....	4	29,355 37	3	3,665 17	66	6,134 36	1		1		2	31,636 28	9,190 37	10,472 68
Connecticut.....	1	9,599 84	1	7	2,014 22	2			50		4	11,500 00	550 00	234,174 52
New York, northern district.....	2	415,307 44	1	52 00	3		2		9		2	413,914 44	2,014 22	16,708 44
New York, southern district.....	6	20,660 98	15	52 00	1				9		2	413,914 44	8,518 65	1,892 73
New York, eastern district.....	3	51,838 69	3	170 46	81	13,676 59	6	1,772 30	21		9	4,632 70	1,000 00	1,675 93
Pennsylvania, eastern district.....	4	69,827 46	6	403 06	58	4,800 00	2	992 00	90		2	6,698 88	3,173 08	2,794 40
Pennsylvania, western district.....	5	13,546 73	1	3,342 91	2				11		2	1,007,950 00	35,614 49	500 00
Delaware.....	3	2,903 23	7	1,132 83					2		1	2,800 00	293 40	153 50
Maryland.....	3	210,098 88	2	1,947 00	2				12					414 00
Virginia, eastern district.....	4	16,449 51	4	2,234 63	3	6,000 00			27			1,150 00	20,212 12	
Virginia, western district.....	2	11,094 52	5	1,417 76	4				47			3,400 00	11,777 75	
West Virginia.....	4		1	417 76	2				5			590 45	9,757 45	2,025 64
District of Columbia.....	1		1	117 01					1			750 00	5,833 21	
North Carolina.....	1		1	117 01					5			750 00	950 00	
South Carolina.....	3	22,455 13	4	118 01					5					
Georgia.....	2	3,611 25	10	1,076 69	15	2,960 00			1			1,500 00	169 62	5,551 85
Florida.....	6	158,492 58	9	3,099 79	30	12,180 00	1	48 53	1			6,218 94	613 46	250 00
Florida, northern district.....	6	146,691 05	5	895 12	30	12,180 00	43	195,306 76	3			2,964 47	2,370 39	755 54
Alabama, northern district.....	1	55,110 05	2	4,367 76	31	1,000 00		3,058 90	1			14,847 21	4,889 42	1,190 73
Alabama, middle district.....	6	497,973 99	11	4,367 76	3		3		4			461,641 75	52,073 76	1,211 90
Alabama, southern district.....	2	1,790 91	2	150 00	3				10			4,550 00	1,037 66	251 07
Mississippi, northern district.....	2		3						105			6,276 91	2,000 00	136 45
Mississippi, southern district.....													20,240 00	
Louisiana.....														
Texas, eastern district.....														
Texas, western district.....														
Arkansas, eastern district.....														
Arkansas, western district.....														

Statistical summary of business arising from suits, &c.—Continued.

Judicial districts.	Suits brought during the fiscal year ending June 30, 1872.						In suits commenced prior thereto.						Whole number judgments rendered in favor of United States during the year.	Total of suits disposed of.	Whole amount judgments rendered in favor of United States during the fiscal year ending June 30, 1872.	Whole amount collections from all sources during the fiscal year ending June 30, 1872.
	Decided for the United States.	Decided against the United States.	Settled, &c.	Remitted.	Pending.	Total number suits commenced.	Amount judgments reported in all old suits this year.	Decided for the United States.	Decided against the United States.	Settled, &c.	Remitted.	Amount reported collected in all old suits this year.				
Maine	13		2		2	17	\$1,303 63	2		7	1	\$13,037 76	15	25	\$2,854 33	\$14,353 10
New Hampshire						5										
Massachusetts	32		12		44	88	91,850 00	6		1		31,296 43	38	51	124,680 00	138,466 52
Rhode Island	2				1	3							2	2	1,000 00	
Vermont	1		1		24	26	925 00	2		9	2	2,360 64	3	15	5,225 00	2,360 64
Connecticut	3		2		1	6							5	7	1,305 56	2,130 91
New York, northern district	30	2	12	1	28	73	53,623 94	14	3	8	1	8,724 31	44	71	62,744 31	18,197 00
New York, southern district	23	1	97		396	518	19,514 87	79	3	548		110,060 93	102	752	19,514 87	344,255 47
New York, eastern district	5		7	1	18	31	6,654 89	34	1			2,041 55	39	55	7,204 89	2,775 91
New Jersey	5	2	2		5	14				2		25,614 76	5	11	2,014 24	42,321 42
Pennsylvania, eastern district	3	1	3		8	15	8,336 63	6	1	5		41,058 93	9	19	8,559 63	43,021 66
Pennsylvania, western district	22		1		17	40	36,523 12	6		1		36,361 14	28	30	45,050 77	38,137 07
Delaware	1				2	3						1,028 30	1	1	1,000 00	1,028 30
Maryland	24	5	26	7	54	116	8,474 38	8	1	9		24,700 35	23	80	10,647 46	97,494 75
Virginia, eastern district	5				44	50	20,305 08	6		2		37,903 96	11	14	55,819 51	38,403 96
Virginia, western district	3		1		1	5	7,975 39	2					5	6	8,268 79	153 50
West Virginia					3	3				1		9,247 47	1	1		9,661 47
District of Columbia					3	3						1,352 88				1,352 88
North Carolina	25		2		37	64	80 00	1					26	28	20,292 12	
South Carolina	50	1	1		10	58	9,718 84	4	1			942 13	54	57	14,496 59	942 13
Georgia	10				6	15	32,628 43	26	1			18,795 89	36	78	42,359 86	20,820 83
Florida, northern district	3		3		10	13	1,515 00	3		2	1	1,208 19	6	10	7,248 31	1,208 19
Florida, southern district	2				7	9	297 83	3				1,177 83	5	5	7,477 83	177 83
Alabama, northern district					4	7	601 76	3				608 17				
Alabama, middle district	8		1		4	13						15,000 00	4	5	771 38	6,100 08
Alabama, southern district	3					3	9,598 10	1		2		3,249 28	6	6	1,363 46	15,250 00
Mississippi, northern district	3				10	13						3,249 28	10	10	4,968 40	2,346 54
Mississippi, southern district	19	2	2		17	32	12,477 07	14		87		3,150 00	36	117	24,219 02	905 54
Louisiana	15		6		54	79	4,103 87	10	2			94,390 15	25	39	8,992 45	95,480 88
Texas, northern district	15	3	3		30	30	113 87	34	13	6	1	13,690 59	49	76	81,187 73	15,109 49
Texas, eastern district	6	1			19	26							6	7	1,037 66	1,037 66
Texas, western district	16				12	28	990 94	3				1,066 90	6	10	2,004 13	2,004 13
Arkansas, eastern district	1				14	15						1,370 51	3	107	3,302 31	1,370 51
Arkansas, western district	10				2	12										

Sulks brought during the fiscal year ending June 30, 1872.

Judicial districts.	Sulks on Treasury transcripts.		Post-office sulks.		Fines, penalties, and forfeitures, under the customs laws.		Sulks on customs.		Sulks against collectors and agents of the United States.		Miscellaneous sulks.		Total amount reported and sued for.	Total amount reported in judgment in favor of United States.	Total amount reported collected.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
Tennessee, eastern district.	1	\$3,254 25										\$197 45	\$3,451 70	8343 81	
Tennessee, middle district.	1	10,000 00	3	\$328 64								19,000 00	10,328 64	16,844 05	
Tennessee, western district.	1	10,777 88										19,000 00	19,777 88		
Kentucky.			5			\$500 00							500 00		\$2,020 38
Ohio, northern district.	3	27,757 06	16	593 44	3							3,500 00	4,003 44	7,708 61	1,808 61
Ohio, southern district.	4	6,642 51	5	1,128 20	3	700 00						13,321 42	44,830 88	10,733 76	1,638 85
Indiana.	1	3,465 15	5	428 23								3,177 81	10,249 55	2,840 82	5,960 03
Illinois, northern district.	3	35,368 03	5	3,604 73	1	200 00						2,656 19	39,638 95	50 00	681 00
Illinois, southern district.	5	52,042 77	1	717 87	37	50 00				2			52,810 64	6,259 42	12,821 56
Michigan, eastern district.	1	7,353 66	4	734 77								172 40	8,260 23	9 59	8,010 12
Michigan, western district.	3	11,814 37	2	267 50	1							166 60	12,268 47	281 60	6,709 57
Wisconsin, eastern district.	1	6,709 57	1	65 78	2							248 72	179,338 75	100 00	
Wisconsin, western district.	1	179,025 25	1	607 67								3,560 00	49,048 62	5,944 64	2,442 86
Missouri, eastern district.	4	44,880 95	15									500 00	500 00	1,030 00	
Missouri, western district.															
Iowa.															
Minnesota.				51 48									51 48		
Kansas.	1	127 25	21	2,119 18								10,481 85	12,782 28	8,328 07	540 24
California.	3	446,985 17	1	137 14	11		8	\$11,979 13				42,831 28	501,933 72	137 14	7,014 21
Oregon.			1			200 00						1,800 00	2,000 00	2,685 52	385 66
Nevada.															
Nebraska.															
New Mexico.	1	2,948 21											2,948 21	500 00	2,948 21
Utah.			1												
Washington Territory.			2	47 57									47 57		
Colorado.			1	1,630 89									2,930 89	1,900 00	
Dakota.	1	2,598 08											2,598 08		
Arizona.															
Idaho.	1	9,480 84											9,480 84		5,500 00
Montana.	2	16,573 83											16,573 83		
Wyoming.															
Total.	115	2,767,857 36	207	39,760 23	432	3,189,421 71	295	1,350,773 62	909		596	1,219,372 19	8,567,185 11	397,949 82	478,450 65

Statistical summary of business arising from suits, &c.—Continued.

Judicial districts.	Suits brought during the fiscal year ending June 30, 1872.						In suits commenced prior thereto.						Total of suits disposed of.	Whole amount judgments rendered in favor of United States during the fiscal year ending June 30, 1872.	Whole amount collections from all sources during June 30, 1872.	
	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Remitted.	Pending.	Total number suits commenced.	Amount judgments reported in all old suits this year.	Decided for the United States.	Decided against the United States.	Settled, dismissed, &c.	Remitted.	Amount reported collected in all old suits this year.				
Tennessee, eastern district.	7	7	7	7	8	4	\$6,027 57	5	5	1	2	\$6,939 93	7	7	\$6,371 38	\$6,939 93
Tennessee, middle district.	7	7	7	7	8	22	2,974 43	7	7	1	2	1,725 40	10	9	19,118 48	1,725 40
Tennessee, western district.	13	13	13	13	26	90	10,089 67	7	6	1	3	834 40	9	6	10,089 67	834 40
Kentucky.	12	12	12	12	16	31	1,085 00	7	6	1	2	1,033 44	90	87	7,645 00	2,073 89
Ohio, northern district.	12	12	12	12	16	34	94,849 05	7	5	1	1	1,208 84	7	7	7,703 61	2,115 42
Ohio, southern district.	10	10	10	10	6	19	150,173 59	7	7	1	4	5,009 65	15	14	160,907 35	19,541 58
Indiana.	12	12	12	12	6	19	26,849 05	4	4	6	2	13,808 91	27	24	67,690 77	19,708 04
Illinois, northern district.	7	7	7	7	3	5	26,872 43	2	2	1	1	23,883 66	4	4	56,399 43	24,506 06
Illinois, southern district.	31	31	31	31	6	18	1,661 23	8	8	1	1	77 45	9	12	19,513 33	23,492 19
Michigan, eastern district.	7	7	7	7	3	47	5,707 33	2	2	1	1	20,708 74	39	47	11,966 74	9,435 12
Michigan, western district.	3	3	3	3	4	6		1	1	2	1	453 00	9	13	591 60	9,351 60
Wisconsin, eastern district.	8	8	8	8	4	14		1	1	6	1	6,353 63	2	2	110 00	9,709 57
Wisconsin, western district.	3	3	3	3	5	5		1	1	2	1	1,705 54	18	3	32,955 71	4,143 40
Missouri, eastern district.	13	13	13	13	13	39	26,961 07	5	5	2	2	53 29	5	5	1,050 00	55 29
Missouri, western district.	5	5	5	5												
Iowa.	13	13	13	13												
Minnesota.	98	98	6	6	1	1	460 00	6	6	1	1	2,107 63	34	41	8,788 07	2,647 89
Kansas.	7	7	11	11	18	36	7,356 47	2	2	11	1	91,610 31	9	39	137 14	98,694 44
California.	4	4				41	1,094 83	1	1	1	1	800 31	5	6	10,031 99	1,165 97
Oregon.													1	1	1,094 83	
Nevada.																
Nebraska.			1	1		1					29	1,309 03	1	1	1,500 00	4,950 23
New Mexico.	1	1														
Utah.					2	2										
Washington Territory.	3	3			1	4	1,000 00	1	1	1		756 00	3	4	9,900 00	756 00
Colorado.																
Idaho.																
Montana.					1	1									500 00	5,300 00
Wyoming.					3	3	500 00	1	1	1					1,333 45	256 00
Wyoming.					1	1	1,333 45	4	4			500 00				
Total.	703	703	504	504	134	1,464	544,415 40	367	367	75	29	2,071 76	524	514	1,941,400 41	1,941,400 41

REPORT OF THE SUPERVISING ARCHITECT.

REPORT OF THE SUPERVISING ARCHITECT OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF SUPERVISING ARCHITECT,
October 18, 1872.

SIR: I have the honor to submit the following statement of the business transacted by this office since the date of my last report, and of the progress and condition of the public works under its charge.

Sites have been purchased for the custom-house, court-house, and post-office buildings, at Chicago, Illinois, Saint Louis, Missouri, and Trenton, New Jersey, and the custom-house at Rockland, Maine. A fine and valuable site has been presented by the city of Hartford, Connecticut, and accepted, subject to the approval of the title by the Attorney-General.

Proposals were invited for a site for the proposed new Government building at Cincinnati, but it has been found impossible to obtain proposals for a piece of property well located and of suitable size. The commissioners report that it will be necessary to postpone further action until authority can be obtained from the State to condemn the property required.

Proposals have also been invited for the purchase of sites for proposed Government buildings at Fall River, Massachusetts, Utica, New York, Philadelphia, Pennsylvania, Port Huron, Michigan, Little Rock, Arkansas, and Sacramento, California.

Plans have been prepared and work commenced upon the custom-house at Chicago, Illinois, and on the extension of the court-house and post-office at Indianapolis, Indiana. Plans have also been prepared for the court-house and post-office at Trenton, New Jersey, and work will be commenced as soon as the title is approved by the Attorney-General.

The custom-houses at Cairo, Illinois, and Machias, Maine, have been completed, and are now occupied. The custom-houses at Astoria, Oregon, and Saint Paul, Minnesota, and the Marine Hospital at Chicago, Illinois, are nearly completed, and will be ready for occupancy at an early day. The remodeling of the custom-house at Baltimore, Maryland, is also completed, together with the extension of the post-office toward Second street. The remaining wing is nearly completed, and will be finished at an early day.

The custom-houses and post-offices at New London, Connecticut, and Bristol and Newport, Rhode Island, have been remodeled and thoroughly repaired. Plans have been prepared for remodeling that portion of the custom-house in Philadelphia, Pennsylvania, assigned to the use of the Assisist Treasurer, and the work is now in a satisfactory state of progress.

Work has been continued on the post-office and sub-treasury Boston, Massachusetts; court-houses and post-offices at New York City, New

York, Knoxville, Tennessee, and Columbia, South Carolina; on the custom-houses and post-offices at New Orleans, Louisiana, Portland, Oregon, Omaha, Nebraska; the custom-house at Charleston, South Carolina, and the United States Branch Mint at San Francisco, California.

Repairs, more or less extensive, have been made on the following buildings, viz: Custom-houses at Boston, Massachusetts, Dubuque, Iowa, Milwaukee, Wisconsin, New Haven, Connecticut, New York City, New York, Pittsburgh, Pennsylvania, Philadelphia, Pennsylvania, San Francisco, California, Saint Louis, Missouri, and Toledo, Ohio; court-houses at Boston, Massachusetts, and Philadelphia, Pennsylvania, and old post-office and sub-treasury, New York.

No action has been taken in regard to the court-house and post-office at Raleigh, North Carolina, the cost of the structure being limited to the sum of \$100,000, which is an amount entirely inadequate for the construction of a suitable building. It should be borne in mind that the cost of building is greater in such locations than in the principal cities of the Eastern and Western States. I recommend that no action be taken until the limitation on the cost of the building be increased to a sum that will enable the Department to erect a suitable, satisfactory and substantial building, which cannot, in my opinion, be accomplished for a less sum than \$250,000.

I desire to renew the recommendations contained in my last annual report, to which I respectfully refer, in regard to the purchase of the Battery in New York, and the erection thereon of a suitable building for the customs department in that city, including a barge office, appraiser's stores, and custom-house, and to say that, in my opinion, no public buildings are more urgently needed at the present time.

I also desire to renew my recommendations for the purchase of the Merchants' Bank property in Baltimore, which joins and, in fact, forms a part of the custom-house building.

I also desire to renew my recommendations in regard to the building at New Orleans, intended for a marine hospital. The location in which it is erected is, as I have previously stated, an unsuitable and unsatisfactory one. It would require to complete the building more than double the amount necessary to erect a suitable, convenient, and well-arranged hospital, of the pavilion plan, and would be inferior thereto. The building is rapidly falling into decay, and is, in its present condition, a disgrace to the Government. It should be completed, sold, or given to the city of New Orleans without delay.

I would also renew my recommendation that authority be obtained to sell the marine hospital at Pittsburgh, and to erect a pavilion hospital instead thereof. The building is in a dilapidated condition, and would require a very large sum to place it in repair, after which it would be comparatively little value for hospital purposes, the defects in its plan being radical.

I desire most earnestly to recommend that an appropriation be obtained for re-building the east front and the center wing of the Treasury building, which would increase the capacity of those portions of the building nearly one-half, and would furnish very material relief to the overcrowded condition of the Treasury Department. In case this suggestion is approved, I would recommend that the entire granite work be cut, before the destruction of the old building is commenced, in which event the building could be rebuilt and ready for occupancy in a very short space of time, not exceeding two years. An examination of the building will show that the reconstruction is only a question of time.

the material of which the old building was constructed is entirely worthless, and is rapidly disintegrating. The rooms are also small, badly lighted, and without any proper means of ventilation, and are in every respect unsuitable for office purposes.

The business of the office has, as a rule, progressed during the past year in a very satisfactory manner. The principal obstacles have arisen from the difficulty of obtaining competent, industrious, and reliable superintendents, without which it is utterly impossible for this office to control the cost of work or to secure a vigorous prosecution of the same.

I also desire to say that the employes in this office have been harder worked and have performed a greater average amount of labor than any other bureau of the Department. Their duties are mostly of a technical nature, and their places are much more difficult to fill than ordinary clerkships. Many of the salaries paid are entirely inadequate to the duties required. In this connection I desire to call special attention to the salary of the assistant supervising architect, which is entirely disproportionate to the capacity required and the duties that devolve upon that office, and I most earnestly recommend that the salary be increased to an amount sufficient to make it an inducement for a competent gentleman to secure and retain the position.

In conclusion, I have to express my thanks for the kind consideration I have received from you during the past year, and remain,

With very great respect, your obedient servant,

A. B. MULLETT,
Supervising Architect.

Hon. GEO. S. BOUTWELL,
Secretary of the Treasury.

Tabular statement of custom-houses, marine hospitals, court-houses, post-offices, branch mints, &c., under charge of this office, exhibiting the contract price of construction, actual cost of construction, cost of alterations and repairs, total cost of the work, including alterations and repairs to June 30, 1872, cost of site, and date of purchase.

Nature and location of work.	Contract price of construction.	Actual cost of construction.	Cost of alterations and repairs.	Total cost of work to June 30, 1872.	Cost of site.	Date of purchase.	Remarks.
CUSTOM-HOUSES.							
Alexandria, Va.	\$37,149 37	\$57,913 64	\$10,562 53	\$68,476 17	\$16,000 00	May 3, 1856	Old site.
Astoria, Oreg.				41,373 01	900 00	Mar. 27, 1856	In course of erection.
Do				91,952 63	8,000 00	May 7, 1856	
Bath, Me.	47,549 36	88,531 53	3,151 10	91,682 63	15,000 00	Feb. 7, 1852	
Bangor, Me.	45,564 39	103,698 13	97,901 15	201,599 28	15,000 00	June 5, 1851	
Barnstable, Mass.	17,250 00	34,453 71	2,706 22	37,159 93	1,500 00	April 24, 1855	Part of present building.
Baltimore, Md.					*70,000 00	July 16, 1817	Do.
Do					*110,000 00	Feb. 10, 1853	Including both of above.
Do					*207,000 00	May 28, 1857	
Bellmont, Me.	17,500 00	30,983 96	362,698 22	649,698 22	5,600 00	Oct. 4, 1856	
Boston, Mass.		884,346 76	2,607 48	33,590 74	190,000 00	Aug. 28, 1837	
Bristol, R. I.	17,522 00	22,135 75	48,483 70	932,850 46	4,400 00	Mar. 12, 1856	
Buffalo, N. Y.	117,769 05	191,764 34	2,005 13	24,140 88	45,000 00	Jan. 22, 1855	
Burlington, Vt.		44,941 56	226,706 20	226,706 20	7,750 00	Mar. 30, 1855	
Cairo, Ill.	28,238 40	44,968 74	15,491 52	63,459 96			
Castine, Me.			12,020 50	571,042 94			Completed. Site donated.
Do				13,290 50	*1,200 00	April 6, 1853	Total cost includes site.
Charleston, S. C.			4,493 94	9,163,692 40	300,000 00	Jan. 16, 1872	Additional land.
Cleveland, Ohio.	83,500 00	138,226 30	33,847 41	172,083 71	30,000 00	April 9, 1856	In course of erection.
Cincinnati, Ohio.		242,107 23	74,348 18	316,585 41	50,000 00	Sept. 1, 1851	
Chicago, Ill.	276,750 56	365,894 16	77,529 91	443,954 09	96,600 00	Jan. 10, 1855	Building destroyed by fire, Oct. 9, 1871.
Do					34,200 00	July 31, 1857	Additional land.
Do					8,400 00	Jan. 26, 1863	Do.
Chicago, Ill. (new)				3,007 53	1,250,000 00	Aug. 26, 1872	New building commenced.
Detroit, Mich.	103,160 66	190,523 00	18,760 96	309,693 96	34,000 00	Nov. 13, 1855	
Dubuque, Iowa.	67,334 50	119,995 96	3,137 54	183,223 50	20,000 00	Feb. 17, 1857	
Eastport, Me.						Feb. 17, 1850	Old building; acquired for debt.
Do	30,500 00	22,299 60	9,946 47	42,456 87	2,750 00	July 3, 1847	
Ellsworth, Me.	9,300 00	22,258 47	1,397 03	23,656 48	3,000 00	April 11, 1855	
Eliz. Pk.			5,648 44	34,648 44	30,000 00	July 3, 1849	Total cost includes site.
Galena, Ill.	43,699 00	61,379 44	4,365 36	65,638 03	16,500 00	Mar. 24, 1837	
Galveston, Tex.	94,470 74	106,350 94	50,067 38	126,347 00	6,000 00	Mar. 24, 1855	
Gloucester, Mass.	41,394 00	55,306 15	69,020 94	125,327 09	5,000 00	Oct. 23, 1859	
Greenwich, Mass.	80,000 75	77,352 79	4,352 79	81,705 58	1,500 00	Nov. 16, 1859	
Key West, Fla.		40,703 11	1,960 71	42,663 82	*1,575 00	Nov. 16, 1859	Total cost includes site.
Key West, Fla.				9,341 23	4,000 00	July 26, 1841	Additional land.
Key West, Fla.				100,746 44	1,000 00	Oct. 24, 1841	Additional land.

City	Completed.	1,000 00	21,000 00	17,219 95	12,176 64	130,064 03	81,522 90	109,873 00	12,176 64	17,219 95	21,000 00	1,000 00	May 7, 1870
Milwaukee, Wis.				27,708 47	161,779 61			26,386 39					May 7, 1870
Mobile, Ala.				22,546 09	362,159 83			189,548 08					Feb. 8, 1833
Nashville, Tenn.								408,006 02					Feb. 18, 1855
Newark, N. J.													Oct. 13, 1851
New Bedford, Mass.													Feb. 17, 1857
Newburyport, Mass.													May 30, 1855
New Haven, Conn.													April 9, 1853
New York, Conn.													Aug. 9, 1853
New London, Conn.													June 1, 1855
New Orleans, La.													May 18, 1853
Newport, R. I.													
New York, N. Y.													
Norfolk, Va.													
Ogdensburg, N. Y.													
Oswego, N. Y.													
Pittsburgh, N. Y.													
Pennsylvania, Pa.													
Petersburg, Va.													
Pittsburgh, Pa.													
Philadelphia, Pa.													
Plymouth, N. C.													
Portland, N. H.													
Portland, Me.													
Providence, R. I.													
Portland, Me.													
Perth Amboy, N. J.													
Richmond, Va.													
San Francisco, Cal.													
Sandusky, Ohio.													
Savannah, Ga.													
Salem, Mass.													
Saint Louis, Mo.													
Saint Paul, Minn.													
Suspension Bridge, N. Y.													
Tulaco, Ohio.													
Walden, Me.													
Wheeling, W. Va.													
Wilmington, N. C.													
Wilmington, Del.													
Worcester, Mass.													
Chelms, Mass.													
Cleveland, Ohio.													

Completed.

In course of erection; site donated.

Total cost includes site.

Old building.

Site acquired from Spain.

Total cost includes site.

Do.

Additional land.

Old building used as warehouse.

In course of erection.

In course of erection.

Total cost includes site.

1,000 00

21,000 00

Tabular statement of custom-houses, marine hospitals, court-offices, branch mints, &c.—Continued.

Nature and location of work.	Contract price of construction.	Actual cost of construction.	Cost of alterations and repairs.	Total cost of work to June 30, 1872.	Cost of site.	Date of purchase.	Remarks.
MARINE HOSPITALS—Continued.							
Chicago, Ill.				\$350,674 09	\$10,000 00	Jan. 22, 1867	In course of erection.
Detroit, Mich.	\$54,637 23	\$78,315 14	\$7,671 99	85,887 13	53,000 00	Nov. 19, 1855	Purchased.
Key West, Fla.		9,174 87	9,174 87	33,674 87	500 00	Nov. 30, 1844	
Louisville, Ky.		61,378 97	31,073 56	94,452 47	4,000 00	Nov. 3, 1842	
Mobile, Ala.		41,400 00	3,140 00	44,540 00	4,000 00	June 20, 1838	
Do					6,000 00	Aug. 25, 1856	Additional land
Natchez, Miss.		59,750 00	6,383 73	59,750 00	7,000 00	Aug. 9, 1837	
New Orleans, La.		110,388 97	116,778 70	116,778 70	6,000 00	Aug. 4, 1837	Hospital, McDonough.
Do	300,000 00	498,118 55	19,973 59	518,090 84	12,600 00	Aug. 7, 1855	
Ocracoke, N. C.		7,697 07	300 00	8,197 07	1,100 00	May 15, 1843	
Pittsburgh, Pa.		55,869 39	6,303 73	62,192 11	10,253 00	Nov. 7, 1842	
Portland, Me.	66,300 00	84,758 73	26,833 15	111,590 88	11,000 00	Nov. 22, 1842	
San Francisco, Cal.		923,400 00	7,871 34	931,271 10	600 00	Nov. 13, 1852	
Saint Louis, Mo.		86,388 09	52,692 52	109,180 52		Mar. 7, 1850	Site ceded by War Department.
COURT-HOUSES, POST-OFFICES, ETC.							
Baltimore, Md., court-house.	112,698 04	285,176 87	8,115 45	213,292 42	50,000 00	June 6, 1859	Total cost includes site.
Boston, Mass., court-house.			25,074 68	135,074 68	*103,000 00	.....	In course of erection.
Boston, Mass., post-office, &c.				1,314,990 75	458,415 00	Mar. 25, 1868	Additional land
Do					68,278 75	Apr. 20, 1871	Total cost includes site.
Charleston, S. C., court-house.			38,080 00	80,909 00	*60,000 00	Feb. 14, 1818	In course of erection; site donated.
Columbia, S. C., court-house, &c.				54,413 61	15,000 00	Oct. 15, 1856	
Des Moines, Ia., court-house.		221,437 00	837 55	222,274 55	17,160 00	Nov. 5, 1858	
Indianapolis, Ind., court-house.	95,863 76	164,940 00	21,958 68	186,198 68	3,000 00	Apr. 28, 1867	Site donated.
Key West, Fla., court-house.				329,368 97	15,000 00	Mar. 25, 1867	
Madison, Wis., court-house.		329,368 97			500,000 00	June 6, 1860	
Memphis, Tenn., court-house.					200,000 00	Apr. 11, 1867	In course of erection
New York, N. Y., court-house.			43,633 26	243,033 94	*200,000 00	Oct. 25, 1860	Total cost includes site.
New York, N. Y., post-office.				84,251 04		July 19, 1870	In course of erection; site donated.
Omaha, Neb., post-office, &c.				328,816 64		May 5, 1849	Built on site of old custom-house.
Philadelphia, Pa., court-house, &c.				268,014 99	*161,000 00	Oct. 6, 1860	Total cost includes site.
Richmond, Va., court-house.			197,614 99		1,700 00	Aug. 7, 1860	
Richmond, Va., court-house.					1,400 00	July 4, 1857	
Do	55,761 75	71,324 43	10,930 94	84,251 39	500 00	May 17, 1850	Additional land
Salas Angueline, Fla., court-house.			2,000 00	2,000 00		Mar. 3, 1857	Acquired from Spain.
Springfield, Ill., court-house.		203,841 60	46,115	249,956 16	5,000 00	Mar. 3, 1857	Additional land.
Wilmington, Vt., court-house.		71,343 74	14,704 45	86,048 19	4,700 00	Mar. 3, 1857	

City	Branch	July 8, 1869	Aug. 1, 1869	Sept. 1, 1869	Oct. 1, 1869	Nov. 1, 1869	Dec. 1, 1869	Total	Remarks
San Francisco	Branch mint	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Charlotte, N. C.	Branch mint	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Philadelphia	Branch mint	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Denver City	Branch mint	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
New Orleans	Branch mint	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
New York	Assay-office	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
New York	Sub-treasury	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Do		76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Philadelphia	Mint	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Do		76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
San Francisco	Branch mint	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Do		76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Baltimore	Appraisers' stores	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
New York	Large office	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
New York	23 Pine street	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
New Orleans	Quarantine building	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Paris & Lorient	Boarding station	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Philadelphia	Appraisers' stores	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Philadelphia	Buildings and wharves, Lazaretto Point	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
San Francisco	Appraisers' stores	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Santa Fe	Penitentiary	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Santa Fe	Capitol	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Santa Fe	Adobe palace	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
South West Pass	Boarding station	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Utah	Public buildings	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Utah	Penitentiary	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Washington Territory	Public buildings	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	Includes machinery; site donated.
Washington Territory	Capitol	76,925 31	352,963 85	26,000 00	9,032 15	68,377 69	297,277 33	838,586 76	

REPORT OF THE CHIEF OF THE BUREAU OF STATISTICS.

REPORT

OF THE

CHIEF OF THE BUREAU OF STATISTICS.

TREASURY DEPARTMENT,
Bureau of Statistics, November 4, 1872.

SIR: I have the honor to submit the following report of the operations of this Bureau during the fiscal year ended June 30, 1872:

CLERICAL FORCE.

The clerical force of the Bureau at the close of the year consisted of twenty-nine male and eight female clerks, who were employed as follows:

Division.	Name of chief.	Number of clerks.		
		Male.	Female.	Total.
Examination.....	J. N. Whitney.....	4	1	5
Compilation.....	Thomas Clear.....	14	2	16
Passage and immigration.....	L. F. Ward.....	3	1	4
Registry of merchant marine.....	J. B. Parker.....	3	1	4
Revision, translation, and miscellaneous.....	A. W. Angerer.....	2	1	3
Publication and miscellaneous.....	James Ryan.....	1	1	2
Library and files.....	E. T. Peters.....	1	1	2
Stationery, pay, property, and copying.....	J. D. O'Connell.....	1	1	2

In addition to the female clerks above designated, one has charge of the correspondence.

At the present time the clerical force consists of one chief clerk, thirty male and nine female clerks, one of the latter being assigned from another Bureau.

WORK OF THE BUREAU.

The peculiar and varied character of the work performed in the Bureau renders it impossible to furnish a tabular statement of its nature and extent.

Division of examination.—The following embraces a part of the work performed in this division:

Number of pages of letters written.....	5,314
Letters acknowledged.....	2,317
Knowledgegments of statements written.....	6,300
Statements examined.....	2,130
Statements called for.....	929
Statements corrected by correspondence.....	1,503

The above figures give, however, a very inadequate conception of the actual and elaborate examination of the various monthly and quarterly

returns from the various custom-houses, or of the variety of work of miscellaneous character performed in that division.

Compilation.—This division is divided into sections, embracing, respectively, statistics of home consumption, indirect and *in transitu* trade and of merchandise warehoused and withdrawn from warehouse.

It is impossible to present any statement which will give an adequate idea of the amount of labor performed by the clerks employed in the compilation of statistics of commerce in this division.

Immigration and navigation.—The difficulties of obtaining accurate statistics of the nationality and occupation, as well as the sex, &c., of each immigrant to this country, have been increased by the large volume of immigration and by the carelessness of those who originally record the *data*. Special efforts have been made to induce an improvement in this direction, which have only been partially successful. Efforts have been made to secure for publication accurate statistics of the departure of emigrants from this country, not entirely without success but rendered difficult by the absence of compulsory legislation.

The compilation of statistics of navigation forms a considerable part of the work of this division, which has been increased by their publication monthly, instead of quarterly as formerly.

Numbering of vessels, tonnage, &c.—During the year official numbers were assigned to about 2,900 vessels, which involved a considerable amount of labor in carefully searching the previous records to avoid duplication, in filling up and forwarding notices to the owners, and entering the awards upon a manuscript list as well as upon the permanent records of the office. The compiling, copying, proof-reading, and distribution of the last annual list of merchant-vessels, and the usual compilation for the monthly and annual reports of the Bureau, with a variety of miscellaneous work, fully occupied the remaining time of the clerks in this division.

A statement showing the number of vessels and amount of tonnage belonging to the several custom-districts of the United States, on the 30th of June, 1872, geographically classified, is appended to this report. The aggregate tonnage of the country was 4,150,033, a net increase over that at the close of the preceding fiscal year of 38,621 tons and 521 vessels.

Revision and translation.—The large and increasing amount of statistics compiled for publication and in response to requests for information, renders the work of revision one of great magnitude. Received periodically, as this Bureau does, the statistical publications of various countries in continental Europe, which contain information of great value, the translation previous to publication, in addition to the translation of other information, adds very considerably to the work performed in this division.

Publication, library, and miscellaneous.—A detailed mention of the variety of work performed in these divisions would occupy too much space. It is sufficient to say that the duties of the clerks so employed are onerous and responsible.

PUBLICATIONS OF THE BUREAU.

Monthly reports of commerce and navigation.—The monthly reports of this Bureau have, as heretofore, been regularly published. Compiled at the earliest date possible after the receipt and correction of the returns, they have, no doubt, been printed as early as the arrangements of the Congressional Printing-Office would permit.

It is to be regretted that the returns cannot be obtained and published as early as is done in England; but this will be impossible while the area of our territory is so extensive, and our customs-districts so remote. Custom-house returns can be conveyed from the most distant part of the United Kingdom to London in a few hours, while for transmission from Alaska and Santa Fé to Washington, several weeks' time is usually required. A single district, like that of Texas for instance, covers an extent of territory equal to the area of England, including within its limits several remote out-ports from which reports must be received at the principal office at the port of entry of the district before monthly statements can be prepared and transmitted by the collector. If, however, the statements could be earlier received, their immediate publication prior to the correction of the numerous errors which they contain, would be deemed unwise, as tending to mislead. And while it is admitted that the monthly reports are not published so promptly as in some European countries, the undersigned is convinced from his personal observation, as well as by the admission of Government officials abroad, that in accuracy of statement the statistics of commerce and navigation, as prepared by this Bureau, are in a high degree satisfactory, and will favorably compare with most carefully prepared and trustworthy publications of other countries.

In addition to the usual statistics, miscellaneous information of great interest is published in each number, and every effort made to give the monthly increased value.

Annual report of commerce, immigration, and navigation.—The volume for the fiscal year 1871 was, in consequence of extra exertions, compiled and sent to the Congressional Printer sufficiently early to hope for its presentation to Congress in a printed form in December. But the pressure of other work upon the Congressional Printing-Office at that season, enhanced by the great amount of labor required in the composition and printing of over 800 pages of rule-and-figure work, caused some delay in its completion and distribution. The statements for the fiscal year 1872 have also been compiled and sent to the printer at the usual period; and every effort will be made to furnish the *data* to Congress early in the ensuing session.

List of merchant-vessels of the United States.—The fourth annual statement of "vessels registered, enrolled, and licensed, under the laws of the United States, designating the class, name, and place of registry," as well as the official number and signal letters awarded to each vessel, was prepared agreeably to the requirements of the act of July 28, 1866, and 2,500 copies published for distribution to the officers of customs, the commanders of United States war-vessels, and the largest merchant vessels engaged in the foreign trade, as well as to the principal ship-owners.

History of the customs-tariff legislation of the United States.—During the period under review, I had the honor to submit to you a special report on the above subject. The following extract from the introductory paragraph will partially explain the reasons why I charged myself with this extra duty:

Regarding it as being within the legitimate province of this Bureau to furnish any statistics of public utility, especially such as may supply the *data* needed in national legislation, and aware of the absorbing interest which attaches to a discussion of questions affecting the customs tariff, I have deemed it my duty to anticipate and make provision for the calls for information which, no doubt, will soon be made.

Its reception, when published, by members of Congress and others, who stated that it supplied a want long felt, and the demand for its

distribution, not only at home, but abroad, confirmed the views expressed in the above extract.

In view of the fact that urgent requests for copies of this report have been made beyond the ability of the Bureau to supply, it is to be regretted that the resolution of the House Printing Committee to print seven thousand extra copies for distribution was not reported at a period of the session sufficiently early to insure its passage.

Personal requests from our commercial representatives in Europe were made to the undersigned for copies of this document with its appended "statement of the rates of duties under the several tariff acts from 1790 to 1870," which they averred would prove of great value to the legations and consulates of the United States.

Special report on immigration.—Ten thousand copies of this report having been printed by order of Congress for gratuitous distribution in the United Kingdom of Great Britain and Ireland, a considerable part has been sent to the consuls of the United States and others for circulation; and the undersigned, while recently in that country, made such arrangements as will insure their distribution in those places where it is believed the information will be of most service. The value of this document, and its influence in affording such information as has led to the movement of a desirable class of emigrants to this country, have been felt and acknowledged. The only drawback is the absence of funds to pay for its transmission to intending emigrants, by mail or otherwise, from Liverpool or Glasgow, to which places steamship lines have, when requested, carried the books from New York free of charge. Congress also ordered the publication of the report in the German and French languages, and the distribution of ten thousand copies of each to the countries in Europe where those languages are spoken. A translation into the German language was made in this Bureau. When ready for delivery, the edition in French will be sent to Havre and Antwerp, and thence German to Bremen or Hamburg; and efforts have already been made, to some extent, by the undersigned, and will, in the future, be exerted to have them conveyed to the interior of France, Belgium, Switzerland, Germany, and Austria. But the benefits expected from such publication cannot be realized unless funds be provided for the transmission of these books into the remote districts of the countries named, more especially of Germany, from which country the emigration of its people is not encouraged. Many copies might be so circulated, during the exposition at Vienna, as to reach interior portions of German and French-speaking countries. The appropriation of a few hundred or even a few thousand dollars for the purpose indicated would, no doubt, prove a profitable investment.

The total number of persons of foreign birth who, in the year ended June 30, 1872, decided to make the United States their future home is 404,806, an increase of 83,456 over the immigration of the fiscal year 1871, of which 49,442 were males. The largest increase from any country was 58,555 from Germany, while from England the excess over the previous year was 13,234, and from Ireland 11,293. The increase from France was nearly 200 per cent., being 3,137 in 1871, and 9,317 in 1872. If the average value of an immigrant, as stated by the undersigned in the report above referred to, be \$800, the increment to our national wealth from this source in the past year amounts to \$66,764,800, while the aggregate economical value of the total addition to our population reaches the sum of \$323,844,800. Surely, so large an addition to our national wealth will justify the expenditure of a few hundred dollars for the di-

fusion of such information as will serve to increase the volume of this tide of immigration.

The recommendation to publish an edition of at least 5,000 copies in the Danish-Norwegian language, which was submitted last year, is again renewed, and the conviction more strongly entertained that the distribution of such an edition in Scandinavian countries would yield a rich return.

STATISTICS OF INDUSTRY AND OF TRANSPORTATION.

In two previous reports, to which attention is invited, the obstacles which prevented the obtaining the above statistics were mentioned and the fact deplored. In view of the fact that such statistics are obtained by many of the governments of Europe, it is humiliating to confess that the statistics of industry are here only obtained decennially, there being no legislation to compel annual returns to the Government of the United States.

It is especially desirable to obtain information regarding the movement of the crops toward the sea-board, and of merchandise into the interior; and from the data cheerfully furnished during the past year by officers of railroads, in response to circulars from this Bureau, it is believed that it will be able, before long, to publish valuable statistics of transportation.

INTERNATIONAL STATISTICAL CONGRESS.

Having been appointed by the President official delegate to the eighth session of the international statistical congress, the chief of this Bureau left New York for St. Petersburg in June last to attend the sittings of that body. Although the official report of his action will be made to the Department of State, it will not be inappropriate to refer here briefly to his labors as a member of that congress, especially as he was chiefly engaged in the sections, respectively, of commerce and industry. In the former section he was a member of the committee charged with the preparation of a plan for the uniform nomenclature and classification, for international purposes, of mercantile commodities to be used in the published statements of external commerce, and in the movement of merchandise by railways and on navigable waters. The report of the committee on this subject was subsequently adopted by the congress. The want of a uniform classification and a uniform nomenclature in the various branches of statistics has long been felt and deplored, rendering extremely difficult a comparison of the statistical results obtained by different countries; and the supply of this deficiency is a subject which has long enlisted the earnest efforts of the leading statisticians of the world.

In the section on industry much time was also devoted to the preparation of a uniform classification, for international purposes, of the various elements which enter into industrial statistics.

STATISTICS OF LABOR.

During his visit to Europe, for the purpose above indicated, the undersigned employed his time, before and after the meeting of the congress, in investigating the cost and condition of labor in those branches which compete with similar industries in the United States. Although such an investigation formed no part of his duties, either as delegate to

the international statistical congress, or as chief of the Bureau of Statistics, and although no funds were provided by the Treasury to defray the expenses necessarily incurred in obtaining the desired information, yet as such *data* were called for by a large number of members of Congress, and sought with avidity by the public, he charged himself with this task and personally visited the most important manufacturing localities in Great Britain, Belgium, and Germany. In England he visited Liverpool, Birkenhead, Birmingham, Wolverhampton, Sheffield, Manchester, Halifax, Bradford, Leeds, Nottingham, and other places in their vicinity, as well as the "black country," and other iron-producing regions. In Scotland the iron-ship building works on the Clyde, and the manufactories of Glasgow and Dundee, occupied his chief attention. On the continent he visited Antwerp, Brussels, Liege, Seraing, Huy, Namur, Charleroi, and Jumet, in Belgium; Aix-la-Chapelle, Cologne, Dusseldorf, Eberfeld, Barmen, Crefeld, Essen, and the coal and iron districts in its vicinity, in Rhenish Prussia; Chemnitz, Dresden, and Leipsic, in Saxony, with Berlin, Frankfort, and other Prussian cities; also a number of smaller places in the several countries named. Among the most prominent industries examined on the continent may be mentioned the renowned steel-works of Mr. Krupp, at Essen; the iron and machine works of the John Cockerill Company, at Seraing; the paper-mills at Huy, and other places; the glass, iron, and coal productions of the Charleroi district; and the various manufactories in and near Chemnitz.

In France, owing to the unsettled state of the labor market, but few facts were obtained, and those chiefly in Paris, Lyons, and in those districts in the northern part of that country in which the textile fabrics and iron are chiefly produced.

In Russia the chief towns which he visited were St. Petersburg, Cronstadt, Moscow, Nijni-Novgorod, and Warsaw, none of which, except the first named, have important industries. Russia iron, the superior quality of which is universally known, being manufactured in a remote portion of Europe, the cost of production is not easily ascertained.

From some other parts of Continental Europe information was obtained through correspondence relative to the cost of labor and of subsistence.

The inquiries made in the places named embraced not only the rates of wages and the weekly earnings of male and female employes in the various industries pursued, but the cost of the chief articles of subsistence, the weekly expenditures for food, room-rent, &c., and the condition and habits of the working people as to health, comfort, education, and temperance.

Owing to the recent decided advance in the cost of labor in Europe, the published statistics on this subject were rendered comparatively valueless. If it were deemed important that the rates of wages which ruled during the past season, and which still prevail, be ascertained, extraordinary means must be resorted to; and it is manifest that the desirable result could only be accomplished through personal investigation and inquiry. The obtaining of such information was necessarily attended with difficulties, but these had to be met and surmounted. If the *data* thus personally obtained, at no small cost of labor and money, be not so full as may be desired, they are as a whole more accurate, and consequently more trustworthy than can be gathered from other sources.

The information already in the possession of the undersigned, supplemented by the facts which may yet be obtained from Europe and

America, will be compiled at as early a period as his official engagements will permit.

SALARIES OF OFFICERS.

In bearing testimony to the industry and efficiency of the clerks and other employes of this Bureau, the undersigned cannot close this report without again inviting your attention to the insufficient salaries paid to the officers. The responsible duties and exhaustive labors of the chiefs of division and other officers justly entitle them to a more adequate compensation than the salaries of clerks of the fourth class. It is respectfully urged, therefore, that several of these officers receive the salary of head of division, as provided by law for the Office of Internal Revenue.

Very respectfully, yours,

EDWARD YOUNG,
Chief of Bureau.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

Table exhibiting the number of merchant-vessels and amount of tonnage belonging to the several customs-districts and ports of the United States, June 30, 1872, geographically classified.

Customs-districts.	Sailing-vessels.		Steam-vessels.		Unrigged vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.								
<i>Maine.</i>								
Bangor	214	34,351.74	3	240.82			217	31,592.56
Bath	236	117,442.84	13	3,939.71	1	151.42	250	121,533.97
Belfast	341	70,791.60	1	103.13			342	70,894.73
Bastine	350	24,230.14					350	24,230.14
Frenchman's Bay	253	16,944.90	1	32.18			254	16,977.08
Kennebunk	39	3,567.74					39	3,567.74
Lachias	221	25,618.11	2	133.91			223	25,752.02
Massamaquoddy	185	21,860.09	10	3,771.90			195	25,632.05
Portland and Falmouth	338	78,774.85	21	8,522.46			359	87,297.31
Waco	27	3,715.37	3	340.02			30	4,055.39
Valdeseborough	557	92,694.70	2	45.25			559	92,739.95
Vincennes	167	9,582.58	1	49.64			168	9,632.22
York	16	735.51	1	15.47			17	750.98
Total	2,944	500,310.17	58	17,214.55	1	151.42	3,003	517,676.14
<i>New Hampshire.</i>								
Portsmouth	65	16,734.98	5	450.22			70	17,194.20
<i>Massachusetts.</i>								
Barnstable	551	47,051.09	1	266.64			552	47,317.73
Boston and Charlestown	854	284,045.12	61	17,527.18			915	301,572.30
Dartmouth	17	1,973.86					17	1,973.86
Fall River	138	11,481.80	19	2,137.09			140	13,618.98
Warehatchet	327	27,691.32	3	160.19			330	27,851.71
Warehead	61	2,502.75					61	2,502.75
Warehead	8	755.00	1	444.00			9	1,239.00
Warehead	259	51,142.33	7	2,096.00			266	53,238.42
Warehead	71	10,443.47	3	57.38	1	122.99	75	10,623.84
Warehead	98	4,017.03					98	4,017.03
Warehead	88	7,743.21	2	52.07			90	7,795.28
Total	2,662	448,817.27	90	22,780.64	1	122.99	2,753	471,750.90

Table exhibiting the number of merchant-vessels and amount of tonnage, &c.—Continued.

Customs-districts.	Sailing-vessels.		Steam-vessels.		Unrigged vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS—								
Continued.								
Rhode Island.								
Bristol and Warren	16	1,167.03	2	76.56			18	1,243.59
Newport	79	4,832.34	10	15,190.99	54	430.65	143	20,464.92
Providence	64	9,150.68	21	9,964.69			85	19,115.37
Total	159	15,150.05	33	25,232.44	54	430.65	246	40,813.14
Connecticut.								
Fairfield	151	8,612.51	6	1,963.03	6	746.82	163	11,322.36
Middletown	127	12,265.14	29	6,558.18	2	489.39	158	19,312.71
New Haven	142	13,782.41	12	3,904.41	7	1,383.43	161	18,070.25
New London	178	10,351.04	15	9,219.36	1	651.44	194	20,221.84
Stonington	106	12,504.48	8	6,354.29			114	18,858.77
Total	704	57,515.58	71	27,299.27	16	3,271.08	791	88,085.93
New York.								
New York	2,433	462,250.67	679	313,689.31	2,201	256,752.75	5,313	1,032,692.73
Sag Harbor	224	5,598.96	1	31.50			225	5,630.46
Total	2,657	467,849.63	680	313,722.81	2,201	256,752.75	5,538	1,038,325.19
New Jersey.								
Bridgetown	286	13,672.46	6	1,963.57	1	123.88	293	15,759.91
Burlington	39	3,119.65	14	2,754.77	77	7,237.86	130	13,112.28
Great Egg Harbor	132	16,454.76					132	16,454.76
Little Egg Harbor	53	5,331.99					53	5,331.99
Newark	61	2,600.61	25	3,160.55	48	5,248.68	134	10,909.84
Perth Amboy	221	10,420.43	41	14,256.44	52	7,679.89	314	32,356.76
Total	792	51,599.90	86	21,435.33	178	20,250.23	1,056	93,285.46
Pennsylvania.								
Philadelphia	779	100,199.50	258	52,334.50	1,749	164,946.27	2,786	317,480.27
Delaware.								
Delaware	163	10,722.08	15	3,961.64	11	1,202.76	189	15,886.48
Maryland.								
Annapolis	71	1,669.76	2	81.17			73	1,750.93
Baltimore	721	44,154.34	101	40,151.31	608	36,400.43	1,430	124,756.08
Eastern District	608	15,578.01					608	15,578.01
Total	1,400	61,402.11	103	40,232.48	608	36,430.43	2,111	137,163.02
District of Columbia.								
Georgetown	78	2,081.09	25	5,024.51	309	12,450.45	412	19,556.05
Virginia.								
Alexandria	81	1,911.09	12	473.80	89	5,824.54	182	8,209.43
Cherrystone	380	7,250.64					380	7,250.64
Norfolk and Portsmouth	295	4,840.30	37	3,419.49	12	818.08	344	9,077.87
Petersburgh	1	8.22	2	23.18			3	31.40
Richmond	6	248.95	15	1,833.21	58	3,308.00	79	5,390.16
Tappahannock	47	1,136.65					47	1,136.65
Yorktown	90	2,142.12	1	62.63			91	2,204.75
Total	900	17,538.57	67	5,811.71	159	9,950.62	1,126	33,300.90
North Carolina.								
Albemarle	48	871.86	4	369.00	7	151.64	59	1,392.50
Beaufort	68	1,001.23					68	1,001.23
Pamlico	89	1,703.15	3	376.81			92	2,079.96
Wilmington	23	571.57	18	1,755.25			41	2,326.82
Total	228	4,148.81	25	2,501.06	7	151.64	260	6,801.53

Table exhibiting the number of merchant-vessels and amount of tonnage, &c.—Continued.

Customs-districts.	Sailing-vessels.		Steam-vessels.		Unrigged vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS—Continued.								
<i>South Carolina.</i>								
Beaufort	4	49.04					4	49.04
Charleston	137	3,590.15	15	2,415.99			152	6,006.14
Georgetown	5	295.64	8	254.96			13	550.60
Total	146	3,934.83	23	2,670.95			169	6,605.78
<i>Georgia.</i>								
Brunswick	9	868.93	1	51.44			10	920.37
Saint Mary's			2	80.04			2	80.04
Savannah	26	1,105.63	16	5,173.53			42	6,279.16
Total	35	1,974.56	19	5,305.01			54	7,279.57
<i>Florida.</i>								
Apalachicola	9	275.83	10	1,786.68			19	2,062.51
Fernandina	3	49.22	1	183.16			4	232.38
Key West	81	1,930.62					81	1,930.62
Pensacola	59	1,662.41	12	1,431.36			71	3,093.77
Saint Augustine	2	22.64					2	22.64
Saint John's	4	141.24	17	1,806.98			21	1,948.22
Saint Marks	10	298.68	2	258.25			12	556.93
Total	168	4,380.64	42	5,446.43			210	9,827.07
<i>Alabama.</i>								
Mobile	78	1,971.96	34	7,820.99	92	4,015.29	204	13,808.24
<i>Mississippi.</i>								
Pearl River	64	1,511.00	2	86.00			66	1,597.00
<i>Louisiana.</i>								
New Orleans	379	13,565.79	163	39,784.17	8	1,305.84	550	54,655.80
Teche	28	565.83	13	1,280.47	3	214.05	44	2,060.35
Total	407	14,131.62	176	41,064.64	11	1,519.89	594	56,716.15
<i>Texas.</i>								
Brazos de Santiago	6	98.03	6	1,528.13			12	1,626.16
Corpus Christi	26	407.93					26	407.93
Salina	46	769.63					46	769.63
Texas	160	3,700.71	35	6,437.90	23	2,883.26	218	13,011.67
Total	238	4,976.30	41	7,956.03	23	2,883.26	302	15,815.59
WESTERN RIVERS.								
Alton, Ill.			3	755.51	1	100.72	4	856.23
Burlington, Iowa			6	532.79			6	532.79
Chicago, Ill.			11	1,490.40			11	1,490.40
Cincinnati, Ohio	127	42,431.97			138	30,567.34	265	72,999.30
Cubaque, Iowa			6	597.26			6	597.26
Evansville, Ind.	56	9,046.30					56	9,046.30
Galena, Ill.	36	9,361.97			75	9,098.99	111	18,460.96
Geokuk, Iowa	8	802.17					8	802.17
Louisville, Ky.	42	10,480.33			11	3,310.80	53	13,800.13
Memphis, Tenn.	42	9,214.51					42	9,214.51
Minneapolis, Minn.	67	9,380.21			80	9,019.32	147	18,399.53
Nashville, Tenn.	20	3,485.53					20	3,485.53
Natchez, Miss.	2	111.36					2	111.36
Paducah, Ky.	11	2,772.77					11	2,772.77
Pittsburgh, Pa.	153	39,583.79			180	36,859.79	333	76,443.58
Piney, Ill.	11	1,328.23			13	722.33	24	2,050.56
Saint Joseph, Mo.	8	1,117.45					8	1,117.45
Saint Louis, Mo.	138	64,842.73			81	33,185.41	219	98,028.14
Shelbyville, Miss.	14	1,918.93					14	1,918.93
Shelbyville, W. Va.	65	8,022.71			71	5,845.91	136	13,868.62
Total	826	217,227.92	650	128,710.60	1,476	315,938.52		

Table exhibiting the number of merchant-vessels and amount of tonnage, &c.—Continued.

Customs-districts.	Sailing-vessels.		Steam-vessels.		Unrigged vessels.		Tonnage.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
NORTHERN LAKES.								
Buffalo Creek, N. Y.	95	35,278.55	120	49,975.39	511	20,862.87	736	11,111.11
Cape Vincent, N. Y.	30	3,984.30	1	17.63			31	4.44
Champlain, N. Y.	90	5,787.52	11	925.22	635	42,427.85	756	11,111.11
Chicago, Ill.	351	69,702.00	85	5,984.79	235	23,980.17	671	11,111.11
Cuyahoga, Ohio	155	33,873.10	56	14,835.12	208	10,577.14	419	11,111.11
Detroit, Mich.	187	28,433.52	111	33,137.22	50	12,793.97	344	11,111.11
Dunkirk, N. Y.	1	357.75	1	13.84	1	120.39	3	11,111.11
Erie, Pa.	15	3,554.10	23	9,375.99	46	2,061.65	84	11,111.11
Genesee, N. Y.	8	1,132.36	5	448.24	189	23,561.47	292	11,111.11
Huron, Mich.	122	9,455.24	92	16,649.56	60	13,506.55	274	11,111.11
Miami, Ohio	25	4,694.69	17	1,104.60	157	9,564.70	199	11,111.11
Michigan, Mich.	101	6,545.24	66	4,564.93	17	3,716.35	184	11,111.11
Milwaukee, Wis.	217	29,965.53	51	15,497.02			268	11,111.11
Niagara, N. Y.	6	1,057.63	2	281.44	16	1,839.76	21	11,111.11
Oswegatchie, N. Y.	10	1,326.99	8	267.79	8	473.70	26	11,111.11
Oswego, N. Y.	73	15,560.80	18	920.59	853	91,144.81	949	11,111.11
Sandusky, Ohio	72	10,292.99	22	3,510.14	1	175.00	95	11,111.11
Superior, Mich.	14	1,418.98	36	2,033.44			50	11,111.11
Vermont, Vt.	13	767.73	6	4,700.64	10	684.46	29	11,111.11
Total	1,585	265,189.02	731	164,321.63	3,022	296,592.86	5,338	11,111.11
PACIFIC COAST.								
Alaska	7	248.96					7	11,111.11
Oregon, Oregon	28	983.57	14	1,160.91	3	147.15	45	11,111.11
Puget Sound, W. T.	64	17,858.40	24	3,032.11	8	167.33	96	11,111.11
San Francisco, Cal.	690	74,450.27	141	44,972.70	63	8,246.65	94	11,111.11
Willamette, Oregon	8	873.26	36	9,047.78	8	798.41	52	11,111.11
Total	797	94,414.46	215	58,213.50	82	9,359.54	1,094	11,111.11
RECAPITULATION.								
							No.	Tons.
Sailing-vessels							17,049	2,147,111
Steam-vessels							3,625	1,018,111
Unrigged vessels							9,174	1,111,111
Grand total							29,848	4,276,333
Summary by States and coasts.								
States and coasts.							Vessels.	Tons.
Maine							3,003	511,111
New Hampshire							70	11,111.11
Massachusetts							2,553	411,111
Rhode Island							246	11,111.11
Connecticut							791	11,111.11
New York							5,538	1,111,111
New Jersey							1,056	11,111.11
Pennsylvania							2,786	411,111
Delaware							189	11,111.11
Maryland							2,111	11,111.11
District of Columbia							412	11,111.11
Virginia							1,128	11,111.11
North Carolina							360	11,111.11
South Carolina							169	11,111.11
Georgia							54	11,111.11
Florida							210	11,111.11
Alabama							394	11,111.11
Mississippi							66	11,111.11
Louisiana							394	11,111.11
Texas							302	11,111.11
Total on the Atlantic and Gulf coasts							21,940	2,147,111
Total on western rivers							1,476	11,111.11
Total on northern lakes							5,338	1,111,111
Total on Pacific coast							1,094	11,111.11
Grand total							29,848	4,276,333

REPORT OF THE DIRECTOR OF THE MINT.

REPORT
OF
THE DIRECTOR OF THE MINT.



MINT OF THE UNITED STATES,
Philadelphia, September 30, 1872.

SIR: I have the honor to submit the following report of the operations of the Mint and branches during the fiscal year ending June 30, 1872.

The deposits of bullion and the coinage of the past fiscal year compare very favorably with those of the previous year. The increase is satisfactory and encouraging.

The deposits of bullion at the Mint and branches during the fiscal year were as follows: Gold, \$40,382,551.98; silver, \$10,119,414.15; total deposits, \$50,501,966.13. Deducting from this total the re-deposits or bars made at one branch of the Mint and deposited at another for coinage, the amount will be \$46,417,453.84.

For the same period the coinage was as follows: Gold coin, number of pieces, 1,096,415—value, \$20,376,495; unparted and fine gold bars, \$15,816,692.73; silver coin, number of pieces, 9,591,362—value, \$3,029,834.05; silver bars, \$10,391,945.32; nickel, copper, and bronze, number of pieces, 3,635,500—value, \$23,020. Total number of pieces struck, 14,323,277; total value, \$49,737,987.10.

The distribution of the bullion received and coined at the Mint and branches was as follows:

Philadelphia.—At Philadelphia, gold deposited, \$2,318,773.78; gold coined, \$2,053,145; fine gold bars, \$98,125.16; silver deposited and purchased, \$2,000,623.86; silver coined, \$1,979,327.55; silver bars, \$72,976.95; nickel, copper, and bronze coinage, \$123,020. Total deposits of gold and silver, \$4,319,397.64; total coinage, \$4,326,594.66; total number of pieces, 10,465,737.

San Francisco.—At the branch mint, San Francisco, California, the gold deposits were \$25,351,270.74; gold coined, \$25,344,840.22; silver deposited and purchased, \$1,039,822.43; silver coined, \$1,137,240.04. Total deposits and purchases, \$26,391,093.17; total coinage, \$26,482,080.26; total number of pieces, 3,593,200.

New York.—The assay office in New York received during the year, in gold bullion, \$7,302,344.89; in silver bullion, including purchases, \$2,868,986.71; total value received, \$10,171,331.60. Number of fine gold bars stamped, 11,139—value, \$7,110,853.76; number of fine silver bars stamped, 16,531—value, \$2,267,940.80. Total value of gold and silver bars stamped, \$9,378,794.56.

Denver.—At the assay office, (late branch mint,) Denver, Colorado, the deposits for unparted bars were: Gold, \$985,228.27; silver, \$16,336.54; total deposits, \$1,001,564.81. As heretofore, this institution is

engaged in melting, assaying, and stamping gold and silver bars bearing the Government stamp of their weight and fineness. This office fully meets all the demands of the mining interests of Colorado, and is efficiently and economically conducted.

Charlotte.—The deposits at the branch mint at Charlotte, North Carolina, have not increased during the past year. They are assayed and returned to depositors in the form of unparted bars. The superintendent is sanguine in the belief that the deposits for the present year will exhibit a decided increase. The deposits for bars during the fiscal year were: Gold, \$16,277.94; silver parted from gold, \$213.96; total deposits, \$16,491.90.

Dahlonega and New Orleans.—The branch mints at these places have very properly been abandoned. Certainly no present necessity, local or national, requires their re-opening or re-establishment.

Carson City.—This branch mint has been most successful in its operations during the past year. The great increase of deposits during the past over the fiscal year ending June 30, 1871, is deserving of especial notice, and is evidence of the rapid development of the rich mineral resources of that region. The deposits during the year were: Gold, \$4,371,573.55; gold coined, \$533,350; silver deposits and purchases, \$4,192,863.14; silver coined, \$95,006.50; unparted and fine bars, \$7,869,287.53. Total deposits and purchases, \$8,564,436.69; total number of pieces, 264,340.

From this statement we have the gratifying fact that the deposits of gold and silver bullion, in value, during the fiscal year have exceeded those of the past \$6,269,942.04, an increase nearly threefold. Full confidence in the future of this branch mint is felt and expressed by the energetic superintendent. The following extracts from the annual report of the superintendent speak for themselves, and his recommendation for an increase of clerical force and salaries are fully approved. He says that—

The business has steadily increased during the past year, and now exhibits an extent and promise of permanence which are highly gratifying, the last three months of the year having shown an average of over one million of dollars per month.

From these statements it will be seen that the value of the gold and silver deposits during the year 1871-72 was \$8,564,436.69; and during the year 1870-71 was \$2,294,494.45, and that the work executed during the two periods amounted for 1871 and 1872 to \$8,497,644.03, and for the year 1870-71 to \$2,253,235.05, having nearly quadrupled during the past year.

I beg again to submit the necessity of increasing the clerical force by the appointment of an additional clerk in the treasurer's office, at a salary of \$1,000 per year. During the past year it has frequently happened that the statements and accounts from the treasurer's office could not be made up and forwarded to the Department at Washington as promptly as they should have been, from the insufficient force in the treasurer's office.

I have, also, to renew the recommendation made in my report for the fiscal year 1870-71, of an increase in the salaries of the chief clerk and treasurer's clerk. The compensation is quite inconsistent with the duties and responsibilities of their positions. These are as onerous as those of any department of this branch mint, and require, for their proper fulfillment, persons of good business qualifications. The efficient and satisfactory manner in which the duties of their positions have been discharged by the chief clerk and acting treasurer, entitles them, I feel, to an advance of the salaries to \$2,500 per year, each.

In relation to the future productiveness of the mines in connection with the deeper workings, he says:

The past year's experience on the Comstock lode has established a point upon which there had hitherto been some uncertainty in the public mind, and some among experts in mining matters, viz, that in the deeper workings of the mines, deposits of ore are reached even more extensive and rich than are found nearer the surface. This has created great faith in the permanence of the lode, and greater confidence in exploring and working it. The developments in the lowest levels of some of the promising

mines at a depth of 1,500 feet, have given a fresh impetus to work upon the lode. Many partially-prospected claims upon which work had been for some time suspended have again been opened; new and extensive hoisting-machinery provided, and some are already showing veins of pay matter.

All the suggestions of this report are judicious, and worthy of consideration. The efficiency and economy exhibited in the management of this branch deserve commendation.

The early completion of the new branch-mint building at San Francisco is most desirable, as also important and necessary. Every effort should be made to complete it at the earliest day practicable. The work is progressing rapidly, and, with the energy already exhibited, the building will soon be ready for occupation.

Boise City.—The assay office in Boise City, Idaho, is now in active operation. In March, 1872, the first deposits were received, and from that time to the close of the fiscal year ending June 30, 1872, the total amount was: Gold, \$37,082.81; silver parted from gold, \$567.51; total deposits, \$37,650.32. These deposits were assayed, and returned in the form of stamped unparted bars to the depositor.

The superintendent in his report suggests that the general business of the office, including assaying, would be much increased "if that office were directed by the Secretary of the Treasury to issue drafts or certificates of deposit upon the Treasury or assistant treasurers of the United States in payment for deposits, as authorized by the 5th section of the act of Congress, of February 19, 1869, establishing that office." A favorable contract could be made with the express companies to transport the bullion to Philadelphia, and the cost thereof deducted from depositors.

The superintendent also refers to the fact that he has no bullion-fund out of which depositors can be paid, and that in returning the unparted bars he is compelled to give to the depositor the "assay chips," or to pay the value of such "chips" out of his private funds, to be reimbursed by the sale of the chips. This should be avoided, and he asks "that the Boise City assay office be placed on an equal footing with the others in this respect." Approving of his suggestions, I ask for them the favorable consideration of the Department and Congress. The salaries of the officers in that office are so undeniably inadequate, that I earnestly recommend their increase. The assayer (who is also superintendent) receives \$1,800 currency; the assayer in a private office in the vicinity receives \$3,000 in gold. Equal scientific knowledge and greater responsibility should command at least equal compensation. This new institution will, it is hoped, greatly aid in developing the mineral wealth of Idaho, and promote and encourage its general productive industries.

REDEMPTION OF COPPER, NICKEL, AND BRONZE COINS.

The redemption of the copper, nickel, and bronze coins by the Treasurer at the Mint, under the act of March 3, 1871, during the year ending June 30, 1872, was, in tale or nominal value, \$475,352.31.

The following statement shows the different kinds of the small coins redeemed during the year:

Statement of the amount and kind of each denomination of base coins redeemed at the Mint of the United States during the fiscal year ending June 30, 1872, under the act of March 3, 1871.

Denominations and kinds.	Number of pieces.	Value.
Copper one-cent pieces.....	1, 796, 641	\$17, 966 41
Nickel one-cent pieces.....	8, 343, 767	83, 437 67
Bronze one-cent pieces.....	7, 403, 794	74, 037 94
Bronze two-cent pieces.....	3, 125, 247	62, 504 94
Nickel three-cent pieces.....	673, 040	20, 191 20
Nickel five-cent pieces.....	4, 343, 683	217, 184 15
Total for the year.....	25, 648, 372	475, 322 11
Redeemed prior to June 30, 1871.....	10, 615, 699	172, 132 77
	36, 264, 271	653, 454 88

During the same period large orders were received for the bronze and copper-nickel coins, and the issue of the same on orders is constantly increasing. From present indications the issue of these coins will in the future exceed their redemption.

The alloy of the minor coinage has been duly assayed and regularly reported by the assayer of the Mint. The legal proportions of the constituent metals have been properly maintained.

ABRADED COINS AS A LEGAL TENDER.

The subject of the abrasion of coins, and at what limit abraded coins should cease to be a legal tender, has recently attracted much attention. The importance of the questions involved in the consideration of the subject will be at once recognized by all intelligent men.

In my last annual report I referred to this subject at length. To the views then expressed, and suggestions made, I now ask a careful attention.

TOKEN COINAGE.

Having heretofore stated my views on the convenience and necessity of a "silver token coinage," I would refer to what has been said on this subject in previous reports.

CHLORINE PROCESS.

By the authority of the Secretary of the Treasury, and with the consent of the proprietor of the chlorine process for refining and separating gold and silver, arrangements have been made for testing the same on a large scale. The necessary room has been secured in the Mint building, the apparatus provided, and when properly arranged the business of refining will commence. The experience of our Mint, and of other mints that have extensively used this process, leads to the belief, the almost irresistible conclusion that it will supersede all others within the scope of its adaptation. For a full explanation of the process, its economy and general adaptation to the required result, I respectfully refer to my remarks on this subject in my last report.

TABLE OF FOREIGN COINS.

The statement of the weight, fineness, and value of foreign coins, required by law to be made annually, will be found appended to this report. The additions will be found in this annual statement.

REVIEW OF FOREIGN COINS.

A regular part of every annual report of the Mint consists of a statement in regard to the denominations, weight, fineness, and value of foreign gold and silver coins. This is a requirement of law, and serves various useful purposes.

It will be proper, however, at this time, in addition to the statistical tables which give these details, to enlarge somewhat upon foreign systems and practice of coinage, especially as we have lately received a large accession of specimens of recent issue. These comprise not only the gold and silver but also the finishing out (*d'appoint*) of each series in copper or other cheap metal, which last, rarely departing from home, is more difficult for us to obtain than the costlier kinds. In a commercial sense, the lowest grade of foreign currency is of no importance to us, but it is quite important we should know what rules are observed abroad in regard to such issues, what kinds of metal are used, what sizes represent a given value, and to what degree of minuteness the sizes are carried, as also the general style of device and appearance. No collection of coins is complete without them. I will, therefore, offer some miscellaneous remarks, as may be called for in each series.

Austria.—As in other nations of Europe, the coinage of this empire has been, during the last few years, in a state of transition, we might say almost of confusion. There are three series of gold coins, of different bases, and as many of silver, without respect to the differences of device and inscription growing out of the severance of Hungary from Austria proper. They still coin the gold ducat and the quadruple ducat, but they have recently discontinued the souverain and introduced the four-florin or ten-franc piece, corresponding to the same coin issued in France and some other countries.

The fourfold ducat, (*vierpache ducaten*), or quadruple, is a beautiful and remarkable coin, and I wish to notice it particularly, because it fulfills certain conditions which have heretofore been spoken of, by which coins can be protected from the most dangerous kind of tampering or fraud. It has a larger diameter than our double eagle, and is of finer metal, and yet has less than half the value of that coin. Of course it is proportionately thin, but this tenuity entirely sets at naught the cunning villainy of sawing out the interior and inserting a disk of inferior metal, by which a few of our coins have been turned into frauds. If it be said that a thin coin cannot well bring up the devices in a coining-press, these perfectly-struck pieces furnish a reply. On the other hand, it must be allowed that there are advantages in having a good body for the coin, and it is not intended to argue the question, but merely to present the point in passing.

The last annual statement of Austrian coinage shows considerable activity, though not what we might expect from a rich and populous empire. This falling off appears to be true at the present time of all the mints in Europe, except those of London and Berlin.

When Austrian rule extended over a part of Italy, there were five mints in the whole realm; now there are three, in Austria, Hungary, and Transylvania. The coins struck in Hungary, though similar in denominations and value to those of Austria, bear the language of the Magyars.

The new gold pieces, one marked eight florins, the other four florins, the latter alone having been struck so far, are intended as an offering to the scheme of international currency, being concurrent with the gold coins of France, Belgium, Italy, and Sweden. It will serve a commer-

cial, but hardly a domestic use, in Austria, since it is not strictly on a par with four silver florins, but is to be rated by agreement of parties. The ducat series, also, is mainly for foreign trade.

It is surprising that Austria and other German powers still keep up the system of making *billon* coins, base mixtures of silver and copper, which look very well with their whitened surface when they first leave the mint, but soon acquire a mongrel hue, by no means so agreeable as mere copper. By far the largest part of mint work in Austria, in 1870, was upon these pieces of twenty and ten kreutzers. There is a very large profit on them, as compared with the whole florin piece. The latter is coined at the rate of 90 florins to one kilogram of fine silver. The bas pieces are at the rate of 150 florins to the kilogram. This new proposition was introduced in 1868.

It is a curious fact that the thaler or dollar of the Empress Maria Theresa, originally bearing date 1780, has always been a favorite at the eastern ports of the Mediterranean, and for that reason has continued to be coined for that trade ever since. We have a fine specimen coined in 1871, but dated 1780.

It is worth while to notice, for its bearing on an interesting controversy in mint legislation, in which strong minds have taken opposing sides, that in 1868 there was a coinage of some millions of this "Levantine thaler," mainly to supply the needs of the English army going to the Abyssinian war, not, indeed, to be spent in that far-off country, but at places along the road. Now, if it were the law in Austria to coin *without charge*, it would be an exhibition of liberality hard to account for, to help the British government in that way, and not quite fair toward the opposite party in Africa. Yet we would be doing the same thing by making silver dollars to pass in China or India, and dimes for the West Indies and South America, and gold coin for any foreign use, without deducting something for the manufacture. England is doing this in sending her gold coin abroad simply as so much bullion, paying the cost of the coinage out of her treasury, whereby she has indeed the honor of seeing her sovereign's image and superscription in all lands, and of making a universal commercial currency. Still it is desirable and just to promote the coinage of gold and silver by making the charge as light as possible.

Germany.—The new gold coins of the German empire are the pieces of twenty marks and ten marks, at the rate of 125.55 pieces of ten marks to be coined out of one mint pound (half kilogram) of gold, nine-tenths fine; the larger piece in proportion. This makes the piece of twenty marks to weigh 7.965 grams, or 122.92 grains troy, and its value \$4.762. (Ten marks, \$2.381.) This does not harmonize with any system, English, French, Austrian, or American, and seems to be a declaration against international standards. A very large issue of this money has commenced, the material for which is in a great degree derived from the melting down of coins which lately bore the head of Napoleon. A change in the balance of trade, or the influx of Germans, may bring this coin to us in quantities. At present we must be limited to specimens.

It may seem a small matter, and yet it is significant, that this new money displays the effigy of the Emperor without the wreath of laurel on the brow. It was there recently, while he was King of Prussia, but the change of state seems to have brought with it an advance of popular ideas. Monarchs are not as far above their subjects as formerly. Indeed, it is stated that the new coining-die was engraved with this ancient mark of distinction on the one hand and subjection on the other, but

the Emperor forbade its use, and insisted on appearing without crown or laurel.

It is plainly the intention that both gold and silver shall be legal tenders in all payments; yet the two do not fit neatly together. The piece of ten marks is to be equal to $3\frac{1}{4}$ silver thalers, or $5\frac{1}{2}$ florins of South Germany, or 8 marks $5\frac{1}{4}$ schillings of Hamburg. That rate makes the Prussian thaler equal to 71.46 cents (gold) of our money, which is just about what it would be worth in gold in the bullion-market of London. The proposed new coinage-charges on gold, when reduced to intelligible terms, are about $\frac{2}{7}$ of one per cent. for twenty-mark pieces, and $\frac{3}{7}$ for ten-mark pieces.

Of the lesser German states, Wurtemberg, Bavaria, Baden, Hanover, and others, we have recent specimens in silver and copper. They are chiefly interesting for two reasons: that this is the last of them, on account of being merged in the new empire; and that they are such perfect specimens of the minting art. In this latter respect they must claim the victory over the coins of much larger countries. Perhaps their mints have so little to do that they can afford to do it as if a prize awaited them. However, the German states, and some of the Italian, have long held this superiority.

Russia.—Very little is to be said of the coinage of this vast empire. Platinum is no longer used, and even gold is scarce, although this is largely a gold-producing country. The smaller silver coins show a notable reduction of weight, following the principle of making them tokens, and not of full value.

Sweden.—We have the novelty of a gold *carolin*, or piece of ten francs, according to the French standards. It bears no relation to the usual silver currency of the country.

France.—No gold coinage is executed here at present. The silver remains as before, with a return to the republican dies of 1848, and the vast female head which symbolizes liberty.

Spain.—The coins of this country show the changes of history and of monetary names and devices. The head of Isabella is followed by the full-length recumbent figure of republican Spain, stretched out from the Pyrenees to the straits of Gibraltar. This is displaced by the new series of King Amadeo I. Formerly the *escudo* was a gold money, intended to be equal to two dollars. In later times it has been the normal money of account, and represented both in gold and silver, being worth about half a dollar. But now, in 1869-70, we have the *peseta*, or pistareen, parallel with the franc, and taking rank as the normal piece. It is divided centesimally, so that there are silver pieces of fifty centesimos, and copper down to one cent. The old Spanish dollar has been brought down to a level with the French piece of five francs. It is called five *pesetas*.

The coins of Denmark and Belgium require no special notice. Nickel has been used in the inferior Belgian currency for about twelve years.

Italy.—A change to the lira system was made in the papal coins in 1869; but now that coinage is entirely superseded, and the money of the kingdom substituted.

England continues to take the lead in the amount of coinage. Until recently no official annual report of minting operations was issued, but now there is such a document, containing much valuable information, or confined to the account of British moneys. The mint-officers are thoroughly imbued with the spirit of improvement.

The mints of Sydney and Melbourne, in Australia, contribute largely to swell the aggregate of gold coin. The last named, which is near the

gold-fields, has recently gone into operation. Engraved views of the interior of this mint, which have lately reached us, evince perfection of art and completeness of arrangement. We are surprised, unreasonably, of course, at such results in what was regarded as the end of the era, only a few years since.

The Anglo-Indian mints of Calcutta and Bombay show, by their annual reports, much activity and a large amount of work, especially in silver. Great system is manifest, and the average fineness is identical with the legal standard, or as nearly so as can anywhere be shown.

Japan.—By one of those immense strides which have signalized the country of wonderful progress, a new mint and a new series of coin have been established, taking rank with the foremost. The former master of the Anglo-Chinese mint at Hong-Kong has taken charge of the mint of Japan. It is all the more honorable to the government of that empire that it is ready to make use of aid from abroad so long as it may be needed. The gold and silver series are almost coincident with our own in weight and fineness, except the lower class of silver. There are five denominations of gold coin, and as many of silver. They have been thoroughly examined and tested by the proper officers of this mint, and a detailed report upon them was made in May last. It will be seen by the annexed tables that the gold piece of twenty *yen* is nearly parallel with our piece of twenty dollars. Under this are the denominations of ten, five, two, and one *yen*. In silver there is the piece of one *yen*, or dollar, for commercial use, and not for home currency; below this the fifty, twenty, ten, and five *sen*, a word corresponding to *cents*. These four pieces are only 800 fine. The values are given in the tables.

We have new coins of other nations and provinces also, most of which are interesting to the numismatist rather than to the trader. Those of *Finland*, *Servia*, and *Roumania* are rarely seen here.

MEDAL DEPARTMENT.

This department has been in successful operation during the year. A large number of medals have been made and sold, and the demand is constantly increasing. This department does honor to the Government and should be continued and encouraged.

THE MINT-CABINET.

The cabinet of coins and medals continues to attract large numbers of visitors. The full set of the new and improved coins of the Japanese empire was presented to the cabinet by the Emperor of Japan, through the recent embassy from that country. They have been placed in juxtaposition with the ancient coins of Japan, and mark at once the great improvement in their coinage, and the advancing civilization of the people.

The cabinet, in its collection of the new and the old, the present and the past, is a place of much interest to the antiquarian and numismatist. The centuries of the past speak to the present through the coins and medals. Valuable additions have been made to the collection of coins during the year. The annual appropriation for this cabinet should be increased.

STATISTICAL TABLES.

The statistics relating to the deposits of bullion and coinage at the

Mint of the United States and branches will be found in the tables hereto annexed. They are prepared with care, and are believed to be accurate.

I am, sir, very respectfully, your obedient servant,
JAS. POLLOCK,
Director.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

LIST OF TABLES IN APPENDIX.

- A.—Statement of bullion deposited at Mint of the United States and branches during fiscal year ending June 30, 1872.
- B.—Statement of gold and silver of domestic production, deposited at Mint of United States and branches during the fiscal year ending June 30, 1872.
- C.—Statement of coinage at Mint of United States and branches during the fiscal year ending June 30, 1872.
- D.—Coinage at Mint of the United States, from organization to close of fiscal year ending June 30, 1872.
- E.—Coinage at branch mint, San Francisco, from organization to June 30, 1872.
- F.—Coinage at branch mint, New Orleans, from organization to January, 1861.
- G.—Coinage at branch mint, Dahlonega, Georgia, from organization to February 28, 1861.
- H.—Coinage at branch mint, Charlotte, North Carolina, from organization to March 31, 1861.
- I.—Coinage at assay office, New York, from organization to June 30, 1872.
- K.—Coinage at branch mint, Denver, Colorado, from organization to June 30, 1872.
- K.—Coinage at branch mint, Carson City, Nevada, from organization to June 30, 1872.
- K.—Coinage at assay office, Boise City, Idaho, from organization to June 30, 1872.
- L.—Summary exhibit of coinage at Mint and branches to close of year ending June 30, 1872.
- M.—Gold of domestic production deposited at Mint of United States to close of year ending June 30, 1872.
- N.—Same at branch mint, San Francisco, to June 30, 1872.
- O.—Same at branch mint, New Orleans, to January 31, 1861.
- P.—Same at branch mint, Dahlonega, Georgia, to February 28, 1861.
- Q.—Same at branch mint, Charlotte, North Carolina, to June 30, 1872.
- R.—Same at assay office, New York, to June 30, 1872.
- S.—Same at branch mint, Denver, Colorado, to June 30, 1872.
- S.—Same at branch mint, Carson City, Nevada, to June 30, 1872.
- S.—Same at assay office, Boise City, Idaho, to June 30, 1872.
- T.—Summary exhibit of gold deposited at Mint of United States and branches to June 30, 1872.
- U.—Statement of amount of silver coined at Mint of United States, and branches at San Francisco, New Orleans, and Carson City, under act of February 21, 1853.
- V.—Statement of amount of silver of domestic production deposited at the Mint of the United States and branches, from January, 1841, to June 30, 1872.
- W.—Statement of gold and silver deposited at Mint of United States and branches for coinage to June 30, 1872.
- X.—Statement of weight, fineness, and value of foreign gold coins.
- Y.—Statement of weight, fineness, and value of foreign silver coins.

APPENDIX.

A.—Statement of deposits at the Mint of the United States; the branch mint, San Francisco; assay office, New York; and branch mint, Denver, during the fiscal year ending June 30, 1872.

Description of bullion.	Mint of United States, Philadelphia.	Branch mint, San Francisco.	Assay office, New York.	Branch mint, Denver.	Branch mint, Charlotte.	Branch mint, Carson City.	Boise City Assay office.	Total.
GOLD.								
Fine bars.....		\$17,810,822 51						\$17,810,822 51
Mint bars redeposited.....			\$943,236 70					943,236 70
Bars.....	\$1,616,694 28							1,616,694 28
United States bullion.....	329,359 74	7,445,006 40	4,895,206 12	\$985,228 27	\$16,277 94	\$4,371,573 55	\$37,082 81	18,079,731 83
United States coin.....	129,007 62		981,014 92					1,110,022 54
Jewelry bars.....	500,564 90		531,188 06					1,031,752 96
Foreign coin.....	5,409 84	45,768 69	900,685 45					952,863 98
Foreign bullion.....	44,342 00	49,673 14	431,014 10					545,029 33
Total gold.....	2,318,773 78	25,351,270 74	7,302,344 89	985,228 27	16,277 94	4,371,573 55	37,082 81	40,382,351 98
SILVER.								
Fine bars.....		560,154 09						560,154 09
Mint bars redeposited.....			6,410 73					6,410 73
Bars.....	1,597,173 18							1,597,173 18
United States bullion.....	329,345 23	137,791 57	2,404,695 83	16,336 54	213 96	4,192,863 14	567 51	7,112,013 78
United States coin.....	103,638 56		47,073 48					150,712 04
Jewelry bars.....	21,571 84		135,538 57					157,110 41
Foreign coin.....	6,962 55	327,577 99	164,306 03					498,446 57
Foreign bullion.....	132 50	14,298 74	90,941 67					105,372 95
Total silver.....	2,000,623 46	1,039,822 43	2,808,946 71	16,336 54	213 96	4,192,863 14	567 51	10,119,414 13
Total gold and silver.....	4,319,397 01	26,391,093 17	10,117,331 60	1,001,564 81	16,491 90	8,384,426 69	37,650 32	50,501,966 13
Less redeposits at different institutions:								
Gold.....	1,927,091 59		943,236 70					2,870,328 29
Silver.....	1,597,173 18		6,410 73					1,603,583 91
Total redeposits.....	3,524,264 77		949,647 43					4,473,912 20
								60,117,453 94

branch mints, Denver, Charlotte, Carson City; and assay office, Boise City, during the fiscal year ending June 30, 1872.

DIRECTOR OF THE MINT.

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Description of bullion.	Mint of United States, Philadelphia.	Branch mint, San Francisco.	Assay office, New York.	Branch mint, Denver.	Branch mint, Charlotte.	Branch mint, Carson City.	Boise City Assay office.	Total.
GOLD.								
Alabama.....	\$1,969 49							\$1,969 49
Arizona.....	317 82	\$318,839 24	\$6,069 96	\$442 95				225,939 97
California.....	12,709 79	6,496,349 28	383,318 61					6,892,377 68
Colorado.....	31,124 22		181,459 60	956,140 38				1,169,094 20
Branch mint, Colorado.....	7,423 69							7,423 69
Georgia.....	19,061 72		18,433 02					37,514 74
Idaho.....	25,896 69	214,239 61	721,537 08	906 28				991,131 00
Montana.....	126,400 16	68,697 33	3,136,874 12	509 50			\$28,551 34	3,332,537 78
Maryland.....							56 97	
Nebraska.....	118 20		5,736 30					5,874 50
Nevada.....		4,063 54	63,865 40			\$382,892 63		450,840 57
New Mexico.....	18,745 69		79,442 76	26,427 23				124,615 68
North Carolina.....	27,228 86		67,782 99		\$16,377 94			111,289 79
Branch mint, North Carolina.....	3,573 42							3,573 42
Kansas.....	163 26							163 26
Oregon.....	4,580 21	398,931 96					8,474 50	412,007 27
South Carolina.....	2,566 74		518 27					3,085 01
Tennessee.....								
Utah.....	1,575 29	7,438 00	36,328 20					45,361 49
Virginia.....	6,395 78		165 99					6,561 77
Vermont.....			153 09					153 09
Washington.....	1,731 10		22,764 71	963 23				24,759 04
Parted from silver.....	528 92	3,832 71				165,099 54		4,381 53
Source unknown.....	6,654 04	*32,535 73	145,072 04					349,341 93
Bars.....	30,540 36		25,284 80					55,825 06
Congress medal.....			290 18			3,823,561 38		3,823,851 56
Total.....	322,336 74	7,445,006 40	4,895,206 12	985,228 27	16,377 94	4,371,573 35	37,083 81	18,079,731 83

SILVER.

Arizona.....							4 69
California.....			75,402 37	4 69			75,407 06
Colorado.....	2,772 62		246,078 68	15,369 88			264,211 18
Branch mint, Colorado.....							
Idaho.....	1,078 83		278 85	14 34			1,372 02
Lake Superior.....	5,747 94		632,012 37			466 69	637,760 31

* Contained in silver.

B.—Statement of gold and silver of domestic production deposited at the Mint of the United States, &c.—Continued.

Description of bullion.	Mint of United States, Philadelphia.												Total.
	Branch mint, San Francisco.	Assay office, New York.	Branch mint, Denver.	Branch mint, Charlotte.	Branch mint, Carson City.	Boise City Assay office.							
SILVER—Continued.													
Montana.....	\$246 22	\$77, 723 87	\$2 79			\$1 27	\$77, 954 15						
New Mexico.....	9, 422 10	30, 564 29	939 76				40, 926 15						
Nevada.....	323, 501 09	823, 283 27					1, 263, 896 85						
Nebraska.....		177, 023 12					177, 023 12						
North Carolina.....	133 13			\$213 96			177, 347 09						
Utah.....	9, 876 61	254, 548 24					257, 424 85						
Parted from gold.....	11, 048 28	87, 110 77	5 08		16, 442 89		171, 698 80						
Wyoming.....							5 08						
Source unknown.....							2, 718 31						
Bars.....	2, 718 31				4, 110, 002 47		4, 110, 002 47						
Oregon.....						99 55	99 55						
Total.....	359, 545 23	2, 404, 695 83	16, 336 54	213 96	4, 192, 863 14	567 51	7, 112, 013 78						
Total gold and silver of domestic production.	688, 901 97	7, 509, 901 95	1, 001, 564 81	16, 491 90	8, 564, 436 69	37, 650 32	25, 191, 745 61						

* Contained in gold.

...toll, Carson City, and Denver, during the fiscal year ended June 30, 1872.

Denomination.	United States Mint, Philadelphia.		Branch mint, San Francisco.		Assay office, New York.		Branch mint, Denver.		Branch mint, Carson City.		Branch mint, Charlotte.		Boise City Assay office.		Total.	
	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.
GOLD.																
Double eagles...	100,305	\$2,010,000 00	870,000	\$17,400,000 00					19,425	\$388,500 00					989,930	\$19,798,500 00
Eagles...	1,800	18,000 00	19,800	198,000 00					3,860	38,600 00					25,460	254,600 00
Half eagles...	2,080	10,400 00	25,400	127,000 00					31,250	156,250 00					48,740	243,700 00
Three dollars...	2,080	6,080 00													2,080	6,080 00
Quarter eagles...	3,030	7,575 00	26,000	65,000 00											29,030	72,575 00
Dollars...	1,030	1,030 00													1,030	1,030 00
Fine bars...	195	98,125 16				\$7,110,853 76									1,195	7,908,978 92
Unparted bars				7,554,840 22			998,731 37				\$16,491 90					8,607,713 81
Total gold.....	110,640	2,131,270 16	941,240	25,344,840 22		7,110,853 76	998,731 37	44,535	533,350 00		16,491 90	37,650 32			1,096,415	36,193,187 73
SILVER.																
Dollars...	1,109,435	1,109,435 00													1,112,961	1,112,961 00
Half dollars...	1,039,035	519,517 50	1,766,000	883,000 00					167,350	83,675 00					2,972,965	1,481,492 50
Quarter dollars...	148,255	37,063 75	51,000	12,750 00					21,150	5,287 50					290,385	55,096 25
Dimes...	1,899,035	184,903 50	360,000	36,000 00					25,140	2,518 00					2,224,715	222,471 50
Half dimes...	2,540,035	127,001 75	475,000	23,750 00											3,055,035	152,751 75
Three-cent pieces...	2,035	61 05													2,035	61 05
Bars...	647	72,976 95				2,387,940 80			2,387,940 80						2,649	2,343,913 37
Unparted bars				181,740 04												8,048,731 95
Total silver.....	6,719,557	2,082,304 50	2,652,000	1,137,240 04		2,387,940 80		219,805	7,964,294 03						9,591,362	13,421,779 37
COPPER.																
Five-cent pieces...	1,724,000	86,200 00													1,724,000	86,200 00
Three-cent pieces...	611,000	18,330 00													611,000	18,330 00
Two-cent pieces...	304,500	6,170 00													304,500	6,170 00
One-cent pieces...	922,000	9,320 00													922,000	9,320 00
Total copper.....	3,653,500	121,020 00													3,653,500	121,020 00
Total coinage...	10,465,737	4,326,594 66	3,593,200	96,482,980 26		9,376,794 56	998,731 37	264,340	8,497,644 03		16,491 90	37,650 32			14,323,277	49,737,967 10

D.—Coinage of the Mint and branches from their organization to the close of the fiscal year ended June 30, 1872.

MINT OF THE UNITED STATES, PHILADELPHIA.

Period.	GOLD COINAGE.						
	Double eagles.	Eagles.	Half eagles.	Three dollars.	Quarter eagles.	Dollars.	Fine gold.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
1793 to 1817.....		132,592	845,909		22,197		
1818 to 1837.....			3,087,925		879,903		
1838 to 1847.....		1,227,759	3,269,921		345,526		
1848 to 1857.....	8,122,526	1,970,597	2,260,390	223,015	5,544,906	15,348,608	\$3,000,000
1858 to 1867.....	5,740,871	179,745	795,075	66,381	1,609,749	2,360,834	1,000,000
1868.....	188,540	3,050	5,750	4,900	3,650	10,550	500,000
1869.....	152,525	9,485	1,785	2,525	4,345	5,925	1,000,000
1870.....	137,845	2,535	4,035	3,355	4,955	6,335	1,000,000
1871.....	157,740	1,640	2,840	1,340	5,360	3,940	1,000,000
1872.....	100,505	1,800	2,090	2,030	3,030	1,030	1,000,000
Total.....	14,600,552	3,529,203	10,275,720	303,726	8,423,615	17,737,222	\$5,000,000

Period.	SILVER COINAGE.						
	Dollars.	Half dollars.	Quarter dollars.	Dimes.	Half dimes.	Three cents.	Base silver.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
1793 to 1817.....	1,439,517	13,104,433	650,280	1,007,151	265,543		
1818 to 1837.....	1,000	74,793,560	5,041,749	11,854,949	14,463,700		
1838 to 1847.....	879,873	20,203,333	4,952,073	11,387,995	11,093,235		
1848 to 1857.....	350,250	10,691,088	41,073,080	35,172,010	34,368,520	37,778,900	\$5,000,000
1858 to 1867.....	758,700	12,632,830	22,955,730	6,042,330	12,995,330	4,209,330	1,000,000
1868.....	54,800	411,500	29,900	423,150	85,800	4,000	1,000,000
1869.....	231,350	387,350	16,550	49,050	10,550	5,050	1,000,000
1870.....	576,150	891,450	87,250	721,850	734,450	3,850	1,000,000
1871.....	657,625	941,125	82,097	10,675	126,925	4,325	1,000,000
1872.....	1,109,435	1,039,635	148,235	1,639,535	2,580,035	2,035	1,000,000
Total.....	6,058,700	135,096,304	75,036,944	68,508,695	76,724,068	42,007,490	\$5,000,000

Period.	COPPER COINAGE.					
	Five cents.	Three cents.	Two cents.	One cent.	Half cent.	
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
1793 to 1817.....				29,316,272		
1818 to 1837.....				46,554,830		
1838 to 1847.....				34,967,663		
1848 to 1857.....				51,449,979		
1858 to 1867.....	32,574,000	16,987,000	38,245,500	284,909,000		
1868.....	28,902,000	3,613,000	3,066,500	9,856,500		
1869.....	22,025,000	2,146,000	1,730,750	7,881,000		
1870.....	9,750,000	1,423,000	1,144,500	5,836,500		
1871.....	3,439,000	921,000	1,105,250	6,207,500		
1872.....	1,784,000	611,000	308,500	932,000		
Total.....	98,474,000	25,701,000	45,601,000	477,911,244		

Period.	TOTAL COINAGE.				
	No. of pieces.	Value of gold.	Value of silver.	Value of copper.	Total.
	Coinied.	Dollars.	Dollars.	Dollars.	Dollars.
1793 to 1817.....	52,019,407	5,610,957 50	8,268,285 75	319,340 28	14,189,583 53
1818 to 1837.....	158,882,816	17,639,382 50	40,506,897 15	476,574 30	58,622,854 35
1838 to 1847.....	88,327,378	29,491,010 00	13,913,019 00	349,678 63	43,753,707 63
1848 to 1857.....	244,698,373	256,950,474 46	22,365,413 55	517,222 34	279,823,110 35
1858 to 1867.....	443,062,405	128,252,763 01	14,267,879 35	5,752,310 63	148,272,955 99
1868.....	46,663,590	3,963,273 03	321,479 94	1,713,385 00	5,000,000 00
1869.....	34,659,240	3,308,779 41	596,836 62	1,279,055 00	5,111,000 00
1870.....	21,329,740	2,830,752 50	1,152,960 50	611,445 00	4,595,158 50
1871.....	13,670,015	3,335,944 88	1,299,903 00	983,760 00	5,619,607 88
1872.....	10,465,737	2,151,370 16	2,052,304 50	123,090 00	4,326,764 66
Total.....	1,113,977,701	453,534,707 45	104,734,989 36	11,425,788 55	\$589,699,485 36

E.—BRANCH MINT AT SAN FRANCISCO.

GOLD COINAGE.

Period.	Double eagles.	Eagles.	Half eagles.	Three dollars.	Quarter eagles.	Dollars.	Unparted bars.	Fine bars.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Value.	Value.
1854.....	141,468	123,226	268	246	246	14,632	\$5,641,504 05	\$5,863 16
1855.....	859,175	9,000	61,000	6,600	.....	.....	3,270,594 93	88,782 50
1856.....	1,181,750	73,500	94,100	34,500	71,120	24,600	3,047,001 29	122,136 55
1857.....	604,500	10,000	47,000	5,000	20,000	.....	.....	.....
1858.....	885,940	27,800	58,600	9,000	49,200	20,000	816,295 65	.....
1859.....	689,140	2,000	9,720	8,000	15,000	.....	.....	19,871 68
1860.....	579,975	10,000	16,700	7,000	28,000	13,000	.....	.....
1861.....	614,300	6,000	8,000	.....	14,000	.....	.....	.....
1862.....	760,000	18,000	18,000	.....	30,000	.....	.....	.....
1863.....	866,423	9,000	16,500	.....	4,000	.....	.....	.....
1864.....	947,320	5,000	10,000	.....	8,800	.....	.....	.....
1865.....	925,160	8,700	12,000	.....	8,250	.....	.....	.....
1866.....	876,500	30,500	53,420	.....	46,080	.....	.....	.....
1867.....	901,000	2,000	24,000	.....	26,000	.....	.....	.....
1868.....	696,750	12,500	25,000	.....	26,000	.....	.....	.....
1869.....	911,000	11,500	44,000	.....	32,000	.....	.....	.....
1870.....	959,750	2,930	13,000	.....	9,500	3,000	.....	.....
1871.....	883,000	8,000	17,000	.....	16,000	.....	6,376,006 23	.....
1872.....	870,000	19,400	254,000	.....	26,000	.....	7,554,840 22	.....
Total.....	15,153,151	390,056	782,308	62,100	430,002	90,232	26,706,242 37	236,653 89

SILVER COINAGE.

Period.	Dollars.	Half dollars.	Quarter dollars.	Dimes.	Half dimes.	Bars.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Value.
1854.....	121,950	412,400	.....	.....	.....
1855.....	211,000	286,000	.....	.....	\$23,600 45
1856.....	26,000	28,000	.....	.....	.....
1857.....	218,000	63,000	30,000	.....	19,752 61
1858.....	15,000	463,000	172,000	90,000	.....	29,469 87
1859.....	5,000	693,000	24,000	40,000	.....	211,411 52
1860.....	350,000	52,000	100,000	.....	71,485 61
1861.....	1,179,500	120,000	219,500	.....	1,278 65
1862.....	1,542,000	43,000	291,250	100,000	224,763 68
1863.....	648,000	20,000	14,000	90,000	120,009 02
1864.....	613,000	22,000	150,000	36,000	145,215 58
1865.....	490,000	19,000	210,000	204,000	442,342 64
1866.....	1,216,000	52,000	130,000	.....	146,048 54
1867.....	1,482,000	120,000	310,000	400,000	.....
1868.....	736,000	76,000	190,000	.....	.....
1869.....	1,114,000	.....	260,000	230,000	.....
1870.....	1,444,000	30,900	90,000	161,000	161,240 24
1871.....	1,766,000	51,000	360,000	475,000	181,740 04
1872.....
Total.....	20,000	14,373,450	1,591,390	2,610,750	1,686,000	1,779,287 45

TOTAL COINAGE.

Period.	No. of pieces.	Gold value.	Silver value.	Total value.
1854.....	280,440	\$9,731,574 21	.....	\$9,731,574 21
1855.....	1,470,125	20,957,677 43	\$164,075 00	21,121,752 43
1856.....	1,976,570	28,315,537 84	200,609 45	28,516,147 29
1857.....	800,500	12,490,000 00	50,000 00	12,540,000 00
1858.....	1,361,540	19,276,095 65	147,502 61	19,423,598 26
1859.....	1,463,460	13,908,271 68	327,969 87	14,236,241 55
1860.....	1,417,475	11,889,000 00	572,911 52	12,461,911 52
1861.....	1,144,300	12,421,000 00	269,485 61	12,690,485 61
1862.....	2,345,000	15,545,000 00	642,978 65	16,187,978 65
1863.....	2,672,173	17,510,960 00	1,040,638 68	18,551,598 68
1864.....	1,809,120	19,068,400 00	468,409 02	19,536,809 02
1865.....	1,775,116	18,670,840 00	474,035 58	19,144,875 58
1866.....	1,929,500	18,217,300 00	723,292 64	18,940,592 64
1867.....	2,351,000	18,225,000 00	780,048 54	19,005,048 54
1868.....	3,072,250	14,250,000 00	822,000 00	15,072,000 00
1869.....	2,008,500	18,650,000 00	406,000 00	19,056,000 00
1870.....	2,592,180	19,316,050 00	594,500 00	19,910,550 00
1871.....	2,649,900	24,241,006 23	908,015 27	25,149,021 50
1872.....	3,583,200	25,344,840 22	1,137,240 04	26,482,080 26
Total.....	36,970,749	338,026,553 28	9,729,712 48	347,756,265 74

REPORT ON THE FINANCES.

F.—BRANCH MINT, NEW ORLEANS.

Period.	GOLD COINAGE.					
	Double eagles.	Eagles.	Half eagles.	Three dollars.	Quarter eagles.	Dollars.
	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>
1838 to 1847		1,026,342	709,925		550,528	
1848 to 1857	730,500	534,250	108,100	24,000	546,100	1,000,000
1858	47,500	21,500	13,000		34,000	
1859	24,500	4,000				
1860	4,350	8,900				
1861	9,600	5,900				
Total	816,450	1,599,492	831,025	24,000	1,130,628	1,000,000

Period.	SILVER COINAGE.						
	Dollars.	Half dollars.	Quarter dollars.	Dimes.	Half dimes.	Three cents.	Bars.
	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Value.</i>
1838 to 1847	59,000	13,509,000	3,273,600	6,473,500	2,789,000		
1848 to 1857	40,000	21,406,000	4,556,000	5,690,000	8,170,000	720,000	
1858		4,614,000	1,416,000	1,540,000	2,540,000		\$334,000
1859	200,000	4,912,000	544,000	440,000	1,060,000		25,000
1860	280,000	2,212,000	388,000	370,000	1,060,000		10,000
1861	395,000	828,000					
Total	974,000	47,481,000	10,177,600	14,513,500	15,619,000	720,000	379,000

Period.	TOTAL COINAGE.			
	Number of pieces.	Value of gold.	Value of silver.	Total value.
1838 to 1847	28,390,895	\$15,189,365 00	\$8,419,700 00	\$23,609,065 00
1848 to 1857	43,528,950	22,934,250 00	12,881,000 00	35,815,250 00
1858	10,226,000	1,315,000 00	2,942,000 00	4,257,000 00
1859	7,184,500	530,000 00	3,223,996 37	3,753,996 37
1860	4,322,550	169,000 00	1,598,422 33	1,767,422 33
1861	1,237,800	244,000 00	825,818 33	1,069,818 33
Total	94,890,695	40,381,615 00	29,890,037 03	70,271,652 03

G.—BRANCH MINT, DALLONEGA, GEORGIA.

Period.	GOLD COINAGE.					
	Half eagles.	Three dollars.	Quarter eagles.	Dollars.	Total pieces.	Total value.
	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>		
1838 to 1847	576,553		134,105		710,658	\$1,100,000
1848 to 1857	478,392	1,120	60,605	60,897	601,014	2,000,000
1858	19,356		900	1,637	21,783	10,000
1859	11,404		642	6,957	19,003	10,000
1860	12,800		1,602	1,472	15,874	10,000
1861	11,876			1,566	13,442	10,000
Total	1,110,281	1,120	197,854	72,529	1,381,784	6,120,000

H.—BRANCH MINT, CHARLOTTE, NORTH CAROLINA.

Period.	GOLD COINAGE.				
	Half eagles.	Quarter eagles.	Dollars.	Total pieces.	Total value.
	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>		
1838 to 1847.....	269,424	123,576		393,000	\$1,656,060 00
1848 to 1857.....	500,872	79,736	103,899	684,507	2,807,599 00
1858.....	31,066	9,056		40,122	177,970 00
1859.....	39,500		5,235	44,735	202,735 00
1860.....	23,005	7,469		30,474	133,697 50
1861, (March 31, 1861).....	14,116			14,116	70,580 00
Total.....	877,983	219,837	109,134	1,206,954	5,048,641 50

I.—ASSAY OFFICE, NEW YORK.

Period.	Fine gold bars, value.	Fine silver bars, value.	Total value.
1854.....	\$2,883,059 18		\$2,883,059 18
1855.....	20,441,813 63		20,441,813 63
1856.....	19,396,046 89	\$6,792 63	19,402,839 52
1857.....	9,335,414 00	123,317 00	9,458,731 00
1858.....	21,798,691 04	171,961 79	21,970,652 83
1859.....	13,044,718 43	272,424 05	13,317,142 48
1860.....	6,831,532 01	222,226 11	7,053,758 12
1861.....	19,948,728 88	187,073 63	20,135,802 51
1862.....	16,094,768 44	415,603 57	16,510,372 01
1863.....	1,793,838 16	158,542 91	1,952,381 07
1864.....	1,539,731 27	173,308 64	1,713,039 91
1865.....	4,947,809 21	163,003 45	5,112,812 66
1866.....	8,862,451 00	459,594 00	9,322,045 00
1867.....	11,411,258 26	425,155 26	11,836,413 52
1868.....	5,567,082 77	449,506 54	6,016,589 31
1869.....	9,221,914 30	642,100 55	9,864,014 85
1870.....	6,656,268 11	707,400 04	7,363,668 15
1871.....	5,461,801 10	1,269,501 75	6,731,302 85
1872.....	7,110,853 76	2,267,940 80	9,378,794 56
Total.....	192,325,800 44	8,117,457 72	200,470,258 16

K.—BRANCH MINT, DENVER.

Period.	Gold bars, value.	Silver bars, value.	Total value.
1864.....	\$466,329 97		\$466,329 97
1865.....	545,363 00		545,363 00
1866.....	159,917 76		159,917 76
1867.....	130,559 70		130,559 70
1868.....	360,879 26		360,879 26
1869.....	847,272 32		847,272 32
1870.....	1,001,984 52		1,001,984 52
1871.....	1,104,147 10	\$18,561 63	1,122,708 73
1872.....	998,731 37		998,731 37
Total.....	5,635,185 00	18,561 63	5,653,746 63

REPORT ON THE FINANCES.

K.—BRANCH MINT, CARSON CITY.

Period.	GOLD COINAGE.			
	Double eagles.	Eagles.	Half eagles.	Fine gold.
1870.....	Pieces. 3,329	Pieces. 3,488	Pieces. 1,890	Value. \$107,800
1871.....	5,222	6,685	11,885	.....
1872.....	19,425	3,860	21,250	.....
Total.....	27,976	14,033	35,025	457,885

Period.	SILVER COINAGE.				
	Dollars.	Half dollars.	Quarter dollars.	Dimes.	Bars.
1870.....	Pieces. 12,158	Pieces. 12,800	Pieces. 4,940	Pieces.	Value. \$130,000
1871.....	304	100,417	6,890	6,400	.....
1872.....	3,526	167,350	21,150	25,180	.....
Total.....	15,988	280,567	32,980	31,580	1,497,885

Period.	TOTAL COINAGE.			
	Number of pieces.	Value of gold.	Value of silver.	Total value.
1870.....	38,566	\$110,576 05	\$19,793 00	\$130,369 05
1871.....	138,543	230,715 00	2,022,520 05	2,253,230 05
1872.....	264,340	533,350 00	7,964,294 03	8,497,644 08
Total.....	441,449	874,641 05	10,006,607 08	10,881,288 13

K.—ASSAY OFFICE, BOISE CITY.

Period.	Gold bars. value.	Total value.
1872.....	\$37,650 32	\$37,650 32

1.—Summary exhibit of the coinage of the Mint and branches to the close of the year ending June 30, 1872.

Mints.	Commence- ment of coinage.	Gold coinage, value.	Silver coinage, value.	Copper coinage, value.	Entire coinage.	
					Pieces.	Value.
Philadelphia.....	1793	\$473, 136, 492 29	\$104, 662, 019 41	\$11, 425, 798 55	1, 113, 976, 859	\$569, 594, 983 25
San Francisco.....	1834	318, 096, 553 26	9, 730, 712 48		36, 970, 749	347, 756, 265 74
New Orleans, to January 31, 1861	1838	40, 241, 615 00	29, 890, 037 03		94, 800, 695	70, 971, 653 03
Charlotte, to March 31, 1861	1838	5, 047, 641 50			1, 306, 954	5, 048, 641 50
Tallahassee, to February 28, 1861	1838	6, 131, 919 00			1, 381, 764	6, 131, 919 00
New York.....	1834	192, 323, 800 44	8, 117, 457 72			200, 443, 258 16
Denver City.....	1853	5, 023, 153 00	18, 581 63			5, 041, 734 63
Carson City.....	1870	5, 874, 641 05	10, 006, 607 08		441, 449	10, 891, 948 13
Charlotte, re-opened.....	1869	30, 069 73	661 86			30, 731 59
Boise City.....	1872	37, 630 32				37, 630 32
Total.....		1, 041, 936, 557 61	162, 425, 070 23	11, 425, 798 55	1, 246, 866, 490	1, 215, 789, 416 39

M.—Statement of gold of domestic production deposited at the Mint of the United States and branches to the close of the year ending June 30, 1872.

MINT OF THE UNITED STATES, PHILADELPHIA.

Period.	Parted from silver.	Virginia.	North Caro- lina.	South Caro- lina.	Georgia.	Tennessee.	Alabama.	New Mexico.	California.	Nebraska.	Wyoming Territory.
1-04 to 1837.....			\$110, 000 00	\$327, 500 00	\$1, 763, 900 00	\$12, 400 00					
1-28 to 1837.....		\$427, 000 00	2, 519, 500 00	152, 306 00	568, 316 00	16, 499 00	\$45, 493 00				
1-30 to 1847.....		518, 204 00	1, 303, 636 00	55, 626 00	44, 577 50	6, 069 00	9, 431 00				
1-18 to 1857.....		534, 491 50	469, 237 00	6, 156 15	129, 940 00	8, 858 88		\$44, 397 00	\$236, 839, 521 62	\$3, 645 06	
1-30 to 1867.....	\$105, 070 16	77, 889 48	214, 453 74	6, 156 15	38, 675 84		153 13	9, 685 33	4, 068, 277 30	8, 321 00	
1-38.....	8, 498 82	10, 235 31	51, 199 64	1, 019 11				16, 001 14	25, 640 20	8, 472 23	
1-69.....	4, 678 44	10, 578 55	56, 618 34	4, 668 19	31, 640 27	122 94	1, 146 18	46, 935 48	10, 205 51		
1-70.....	7, 239 53	11, 357 82	60, 929 87	1, 797 10	22, 412 23		2, 354 23	53, 361 54	28, 423 37		\$153 93
1-71.....	6, 098 62	5, 974 94	61, 213 84	3, 043 08	14, 451 74		5, 730 60	15, 941 40	4, 865 44	965 02	2, 147 40
1-72.....	6, 654 64	6, 385 76	30, 892 26	2, 568 74	19, 061 72		1, 969 49	18, 745 69	12, 709 79	118 39	1, 731 10
Total.....	139, 202 31	1, 602, 216 08	4, 877, 590 71	550, 540 46	2, 628, 964 54	36, 526 29	66, 837 69	209, 067 57	231, 026, 643 23	15, 831 69	4, 039 43

M.—Statement of gold of domestic production, &c.—Continued.

MINT OF THE UNITED STATES, PHILADELPHIA.

Period.	Montana.	Oregon.	Colorado.	Mary- land.	Arizona.	Washington Territory.	Kansas.	Idaho.	Utah.	Nevada.	Other sources.	Total.
1864 to 1867												\$110,000 00
1868 to 1869											\$13,200 00	5,063,500 00
1870 to 1871											21,037 00	2,623,641 00
1872 to 1873											7,318 00	229,069,473 62
1874 to 1875											5,108 85	17,459,227 00
1876 to 1877											150 53	1,300,338 53
1878 to 1879											511 70	1,198,162 58
1880 to 1881											27,929 41	980,972 71
1882 to 1883											27,515 39	603,393 86
1884 to 1885											30,540 26	329,356 74
Total	7,059,575 09	307,315 66	6,048,645 12	108 00	12,323 22	27,107 59	1,009 62	3,089,791 06	7,694 59	4,122 56	132,699 46	257,748,065 44

N.—BRANCH MINT, SAN FRANCISCO.

Period.	Parted from silver.	California.	Colora- do.	Mexico.	Nevada.	Oregon.	Dakota.	Sitka.	Washing- ton.	Idaho.	Arizona.	Montana.	Refined gold.	Utah.	Total.
1854		\$10,842,281 92													\$10,842,281 92
1855		20,460,437 31													30,660,437 31
1856		28,209,218 51													28,209,218 51
1857		12,326,826 83													12,326,826 83
1858		19,104,363 94													19,104,363 94
1859		14,098,464 14													14,098,464 14
1860		11,310,913 53													11,310,913 53
1861		12,306,362 64													12,306,362 64
1862		14,029,729 95	\$699 00												15,754,362 96
1863	1,106,466 57	13,045,711 69	39,472 00												17,244,438 26
1864	250,690 18	14,863,637 52													15,114,327 70
1865	274,933 98	11,049,971 52													11,324,905 50
1866	317,903 28	10,034,775 03													10,352,678 31
1867	305,750 76	8,179,771 82													8,485,522 58
1868	192,436 25	4,446,139 27													4,638,575 52
1869	60,562 59	5,070,785 90													5,131,348 49
1870	46,323 54	5,010,773 39													5,057,096 93
1871	22,353 73	5,004,630 49													5,026,984 22
1872															
Total	1,006,962 10	71,724,040,151 00	151 00	190 10	399 637	841 11	300 364 19	5,760 00	137 64	40,637 70	11,455,767 00	14,719,140 46	29,551,097 50	2,740 15	137,007,047 19

O.—BRANCH MINT, NEW ORLEANS.

Period.	North Carolina.	South Carolina.	Georgia.	Tennessee.	Alabama.	California.	Colorado.	Other sources.	Total.
1838 to 1847.....	\$741 00	\$14,306 00	\$97,364 00	\$1,772 00	\$51,903 00	\$21,006,461 54	.....	\$3,613 00	\$119,699 00
1848 to 1857.....	.....	1,911 00	2,317 00	947 00	13,379 00	44,439 84	.....	3,677 00	21,630,692 54
1858.....	.....	.....	1,560 00	164 12	.....	93,272 41	.....	.....	430,163 96
1859.....	.....	.....	.....	.....	.....	97,135 00	.....	.....	93,272 41
1860.....	.....	.....	.....	.....	661 33	19,932 10	.....	.....	99,566 92
1861, (to January 31).....	.....	.....	.....	.....	.....	1,666 81	.....	.....	21,598 91
Total.....	741 00	16,217 00	41,241 00	2,853 12	71,943 53	22,365,340 59	3,437 20	7,280 00	22,414,993 74

P.—BRANCH MINT, DAHLONEGA.

Period.	Utah.	North Carolina.	South Carolina.	Georgia.	Tennessee.	Alabama.	California.	Colorado.	Other sources.	Total.
1838 to 1847.....	.....	\$64,351 00	\$95,427 00	\$2,978,333 00	\$82,175 00	\$47,711 00	.....	.....	.....	\$3,218,017 00
1848 to 1857.....	.....	26,278 82	174,811 91	1,150,420 98	9,837 42	11,918 92	\$1,121,712 82	.....	.....	2,509,931 87
1858.....	.....	.....	32,322 96	57,691 45	107 33	.....	3,293 52	.....	\$931 00	95,614 34
1859.....	.....	.....	4,610 35	57,023 12	.....	.....	699 19	.....	.....	65,072 24
1860.....	.....	.....	3,463 70	35,268 92	.....	.....	1,097 37	.....	.....	44,067 21
1861, (February 29).....	\$145 14	812 79	2,066 91	22,182 14	.....	.....	4,213 79	.....	.....	62,193 05
Total.....	145 14	98,583 19	311,242 81	4,310,459 61	42,119 75	59,629 92	1,136,016 69	35,315 81	931 00	5,995,405 95

Q.—BRANCH MINT, CHARLOTTE, NORTH CAROLINA.

Period.	North Carolina.	South Carolina.	California.	Total.
1838 to 1847.....	\$1,520,777 00	\$143,941 00	.....	\$1,663,718 00
1848 to 1857.....	2,403,112 68	222,751 17	\$87,321 01	2,713,177 86
1858.....	170,500 33	5,207 16	.....	175,067 49
1859.....	182,449 61	92,762 71	.....	205,252 32
1860.....	131,491 17	.....	.....	131,491 17
1861, (to March 31).....	.....	65,536 30	.....	65,536 30
1862.....	3,160 40	.....	.....	3,160 40
1863.....	16,108 60	.....	.....	16,108 60
1870.....	14,522 81	.....	.....	14,522 81
1871.....	16,277 94	.....	.....	16,277 94
Total.....	4,770,500 54	460,523 34	\$87,321 01	5,121,644 89

R.—ASSAY OFFICE, NEW YORK.

Period.	Parted from silver.	Virginia.	North Carolina.	South Carolina.	Georgia.	Alabama.	New Mexico.	California.	Montana.	Wyoming.
1854 to 1864	\$282,975 00	\$20,320 00	\$52,159 07	\$24,519 28	\$121,338 28	\$5,730 62	\$13,537 00	\$140,327,002 42	.....	.....
1865	14,003 00	.....	.....	.....	3,422 00	2,269 00	3,924 00	2,177,954 04	\$1,317,518 00	.....
1866	79,304 00	1,693 00	29,536 00	.....	11,161 00	1,135 00	.....	4,456,392 00	3,132,370 00	.....
1867	42,935 50	700 74	27,354 50	713 93	8,064 31	.....	9,616 33	5,103,602 34	4,246,410 00	.....
1868	12,971 90	970 18	38,706 38	567 81	15,869 05	.....	21,289 10	2,308,861 39	2,087,758 32	.....
1869	33,089 23	1,847 74	56,893 86	5,094 49	23,151 24	112 41	58,939 46	4,199,726 35	2,670,499 70	.....
1870	40,141 65	1,378 66	24,071 95	6,754 74	21,017 99	102 49	79,998 77	1,559,728 45	2,231,119 87	\$83,963 53
1871	105,204 79	916 40	20,030 78	1,609 78	29,144 92	.....	61,794 67	197,680 72	2,775,520 82	\$24,630 82
1872	145,052 04	165 99	67,782 99	518 27	18,453 02	.....	79,442 76	383,318 61	3,136,574 12	22,764 71
Total	755,677 11	28,972 71	316,545 53	40,508 31	251,661 21	9,339 52	329,842 11	160,714,276 22	21,408,478 83	120,359 06

Period.	Nebraska.	Idaho.	Colorado.	Utah.	Arizona.	Oregon.	Nevada.	Vermont.	Other sources.	Total.
1854 to 1864	.....	\$201,228 00	\$4,967,257 00	\$72,414 00	\$22,612 00	\$28,296 00	\$40,920 00	\$298 00	\$150,168 00	\$145,637,110 68
1865	.....	.....	986,593 00	.....	22,707 00	9,876 00	949 00	.....	364,857 00	4,734,368 04
1866	.....	205,844 00	496,805 00	.....	707 00	8,705 00	5,710 00	.....	120,100 00	8,557,755 04
1867	.....	109,467 43	657,390 89	.....	.....	4,377 32	.....	.....	.....	10,209,652 99
1868	.....	40,656 38	657,694 35	4,783 30	283 25	5,225 14	338 36	898 66	273 64	5,197,205 21
1869	.....	145,479 57	830,029 47	5,317 47	5,123 33	750 87	8,399 67	3,502 09	8,714 26	8,058,687 23
1870	.....	512,045 86	703,468 44	5,572 67	6,689 34	4,644 80	9,359 24	439 13	651 23	5,294,098 80
1871	\$2,793 65	532,833 30	472,378 58	4,951 63	1,657 24	8,978 81	19,440 47	.....	102 85	4,294,130 13
1872	5,756 30	791,557 08	121,499 60	36,228 20	6,089 96	.....	63,895 40	152 09	25,574 98	4,895,206 12
Total	8,549 98	2,468,171 52	9,205,086 13	135,567 27	37,156 11	70,853 94	149,042 14	5,611 97	679,441 96	196,838,224 20

S.—BRANCH MINT, DENVER.

Period.	Colorado.	Montana.	Idaho.	Wyoming.	Oregon.	New Mexico.	Arizona.	Total.
1864.....	\$406,329 97	\$03,613 01	\$71,310 49					\$486,329 97
1865.....	375,065 90	44,134 13	19,340 89		\$1,230 16		\$539 48	541,539 04
1866.....	96,521 38			777 54				160,962 94
1867.....	110,203 82	13,756 92	531 61		6,065 35			190,559 70
1868.....	357,935 11							357,935 11
1869.....	795,566 38							795,566 38
1870.....	814,939 03	10,740 38	4,348 75	\$4,425 75				990,063 18
1871.....	992,712 70	5,218 25	4,348 75	798 65			582 50	1,104,147 10
1872.....	956,480 38	5,509 20	908 28	982 23			642 95	985,928 97
Total.....	4,965,754 67	170,973 89	96,647 02	5,486 63	8,073 05	283,921 50	1,514 93	5,552,371 69

S.—BRANCH MINT, CARSON CITY.

Period.	Parted from silver.	Nevada.	Other sources.	Total.
1870.....	\$23,258 20	\$100,286 24		\$123,544 44
1871.....	107,600 04	164,484 77	\$731,320 90	1,003,809 60
1872.....	165,099 54	362,592 63	3,823,581 38	4,371,573 55
Total.....	286,557 78	648,077 64	4,354,902 17	5,499,537 59

S.—ASSAY OFFICE, BOISE CITY.

Period.	Montana.	Idaho.	Oregon.	Total.
1872.....	\$56 97	\$82,551 34	\$8,474 50	\$87,082 81

T.—Summary exhibit of the entire deposits of domestic gold at the Mint of the United States and branches, to June 30, 1872.

Mint.	Parted from silver.	Virginia.	North Carolina.	South Carolina.	Georgia.	Alabama.	Tennessee.	Utah.	Nebraska.	Colorado.	California.	Wyoming.	Kansas.
Philadelphia.....	\$130,200 31	\$1,602,216 08	\$4,877,590 71	\$350,540 46	\$2,692,984 54	\$66,837 69	\$36,598 82	\$7,694 59	\$15,831 69	\$48,048 12	\$231,026 643 23	\$4,032 43	\$1,009 62
San Francisco.....	3,498,965 10		741 00	16,217 00	41,941 00	77,943 53	2,883 12	2,740 18		60,152 00	227,735,528 05		
New Orleans.....			4,570,900 54	460,523 34						3,437 20	24,965,240 89		
Charlotte.....				311,242 81	4,310,459 61	59,629 92	42,119 75	145 14		35,345 81	87,321 01		
Dahlonaga.....				99,583 19						9,205,086 13	1,136,016 69		
N. York assay-office	755,077 11	96,972 71	316,535 53	40,508 31	251,661 81	9,339 52		135,567 27	8,549 95	160,714,276 22	129,359 06		
Denver.....										4,968,754 67			
Carson City.....	296,557 78												
Boise City.....													
Total.....	4,690,402 30	1,692,188 79	9,865,232 97	1,378,131 92	7,272,346 96	213,750 66	81,529 69	146,147 18	24,381 57	20,338,420 96	642,965,026 09	138,878 12	1,009 62

	Sitka.	Mar. land.	Montana.	Arizona.	New Mexico.	Oregon.	Nevada.	Washing- ton.	Dakota.	Vermont.	Idaho.	From other sources.	Total.
Philadelphia.....		\$108 00	\$7,059,575 09	\$12,523 22	\$209,067 58	\$307,315 66	\$4,122 56	\$27,107 59			\$3,009,791 06	\$132,699 46	\$257,748,065 44
San Francisco.....	\$397 64		1,919,180 46	924,205 13	190 10	11,300,262 18	209,037 83	40,637 79	\$5,760 00		11,458,362 90	79,851,627 83	337,007,047 19
New Orleans.....												7,290 00	92,414,993 74
Charlotte.....													5,116,644 89
Dahlonaga.....												951 00	5,995,495 95
N. York assay-office			21,498,478 83	37,158 11	328,848 11	70,833 94	149,042 14			\$5,611 97	2,468,171 52	679,441 96	106,832,224 20
Denver.....			170,973 89	1,514 93	883,921 50	8,073 03				96,647 02			5,532,371 69
Carson City.....							642,077 64					4,554,902 17	5,499,537 59
Boise City.....			56 97			8,474 50					28,251 34		5,37,069 81
Total.....	397 64	108 00	30,648,265 24	975,401 39	823,021 20	11,594,979 33	1,010,280 17	67,745 38	5,760 00	5,611 97	17,141,523 84	85,226,912 42	636,205,463 50

U.—Statement of the silver coinage at the Mint of the United States, and branches at San Francisco and New Orleans, under the act of February 21, 1853.

Year.	United States Mint, Phila- delphia.	Branch mint, San Fran- cisco.	Branch mint, New Orleans, to January 31, 1861.	Branch mint, Carson City.	Total.
1853	\$7,806,461 00		\$1,225,000 00		\$9,031,461 00
1854	5,340,130 00		3,246,000 00		8,586,130 00
1855	1,393,170 00	\$164,075 00	1,918,000 00		3,475,245 00
1856	3,150,740 00	177,000 00	1,744,000 00		5,071,740 00
1857	1,333,000 00	50,000 00			1,383,000 00
1858	4,970,980 00	127,750 00	2,942,000 00		8,040,730 00
1859	12,926,400 00	283,500 00	2,659,000 00		5,898,900 00
1860	519,890 00	356,500 00	1,293,000 00		2,169,390 00
1861	1,433,800 00	198,000 00	414,000 00		2,045,800 00
1862	2,168,951 50	641,700 00			2,810,651 50
1863	326,817 80	815,875 00			1,142,692 80
1864	177,544 10	347,500 00			525,044 10
1865	274,698 00	324,500 00			603,408 00
1866	340,764 50	280,950 00			621,714 50
1867	295,871 00	634,090 00			929,961 00
1868	259,950 00	822,000 00			1,081,950 00
1869	263,396 50	406,000 00			669,396 50
1870	1,152,960 50	594,500 00		\$7,635 00	1,755,095 50
1871	498,630 25	746,775 00		52,571 00	1,297,976 25
1872	869,692 55	955,500 00		91,480 50	1,916,673 05
Total	35,443,957 70	7,930,425 00	13,471,000 00	151,686 50	58,997,069 20

V.—Statement of the amount of silver of domestic production deposited at the Mint of United States and branches, from January, 1841, to June 30, 1872.

Year.	Parted from gold.	Oregon.	Arizona.	Nevada.	Lake Superior.	Idaho.	Georgia.	Kansas.	California.	Montana.
1841 to 1857	\$2,700,798 50				\$15,682 00					
1858	300,840 36				20,123 13					
1859	919,847 34				25,850 58					
1860	138,561 70				13,373 71					
1861	394,724 73				21,366 38					
1862	243,322 47				13,111 32				\$4,224 00	
1863	188,384 94				311,837 01					
1864	166,791 35				335,910 42					
1865	251,737 87				340,345 87					
1866	271,688 51	\$1,580 51	139 63	340,345 87	22,913 96				459 18	
1867	263,869 59	183 66	3,212 36	579,931 76	18,353 35				310 36	\$19,095 48
1868	147,358 87		6,711 39	590,415 51	38,595 72				9,196 94	23,547 73
1869	186,259 81		2,322 75	269,260 28	23,582 44			\$468 00	13,973 30	16,568 77
1870	150,865 46			692,389 22	15,910 83				47,906 73	11,502 53
1871	96,299 33	99 55	1,760 46	2,476,509 84	173,308 80				47,906 73	28,139 91
1872	114,601 94		4 69	1,293,496 85	637,760 31				75,462 37	77,964 15
Total	5,821,721 97	1,863 74	39,873 08	8,539,868 04	1,062,540 81	291,681 59	403 83	468 00	156,423 03	176,838 57

Year.	New Mexico and Sonora.	North Carolina.	Colorado.	Barns.	Wyoming.	Nebraska.	Utah.	Source unknown.	Total.
1841 to 1857									\$2,700,798 50
1858									316,472 36
1859									273,167 47
1860									293,796 85
1861	\$1,500 00	\$33,398 00							610,011 28
1862		12,257 00							1,032,264 45
1863		6,823 00							1,057,549 53
1864									467,439 33
1865	45 00								631,684 82
1866	25 84								603,982 04
1867									1,050,680 40
1868									1,096,235 48
1869	473 56								801,066 60
1870	2,776 14	73 75	46,891 13	397,478 40					1,390,792 92
1871	4,071 35	0 57	107,678 54	168,714 73					2,032,133 14
1872	4,073 23	1,792 54	320,689 49	174,267 31	\$51 25				2,032,133 14
Total	6,640 15	347 09	367,510 31	4,110,062 47	1,062,540 81	291,681 59	403 83	468 00	5,821,721 97

W.—Statement of domestic gold and silver deposited at the United States Mint and branches, for coinage, to June 30, 1872.

From—	Gold.	Silver.	Gold and silver.
California.....	\$642,965,026 09	\$156,423 03	\$643,121,449 12
Montana.....	30,648,265 24	176,838 57	30,825,103 81
Colorado.....	20,338,420 96	1,114,543 43	21,452,964 39
Idaho.....	17,141,523 64	291,681 50	17,433,205 14
North Carolina.....	9,865,252 97	44,110 95	9,909,363 92
Oregon.....	11,594,979 33	1,863 74	11,596,843 07
Georgia.....	7,232,346 96	403 83	7,232,750 79
Virginia.....	1,629,188 79		1,629,188 79
South Carolina.....	1,379,121 92		1,379,121 92
Nevada.....	1,010,290 17	8,539,868 04	9,550,148 21
Alabama.....	213,750 66		213,750 66
Arizona.....	975,401 39	39,873 08	1,015,274 47
New Mexico.....	823,021 29		823,021 29
Utah.....	146,147 18	261,204 71	407,351 89
Tennessee.....	81,529 69		81,529 69
Washington.....	67,745 38		67,745 38
Dakota.....	5,760 00		5,760 00
Nebraska.....	24,381 57	200,976 53	225,358 10
Vermont.....	5,611 97		5,611 97
Other sources.....	85,226,912 42	2,751 15	85,229,663 57
Parted from silver.....	4,690,402 30		4,690,402 30
Lake Superior.....		1,062,540 81	1,062,540 81
New Mexico and Sonora.....		51,653 31	51,653 31
Saska.....	397 64		397 64
Wyoming.....	138,964 60	86 48	138,964 60
Maryland.....	108 00		108 00
Kansas.....	1,009 62	468 00	1,477 62
Five bars.....		5,298,490 02	5,298,490 02
Parted from gold.....		5,821,721 97	5,821,721 97
Total.....	846,205,463 50	23,065,499 24	859,270,962 74

A statement of foreign gold and silver coins, prepared by the Director of the Mint, to accompany his annual report, in pursuance of the act of February 21, 1857.

EXPLANATORY REMARKS.—The first column embraces the names of the countries where the coins are issued; the second contains the name of the coin, only the principal denominations being given. The other sizes are proportional; and when this is not the case the deviation is stated.

The third column expresses the weight of a single piece in fractions of the troy ounce, carried to the thousandth, and in a few cases to the ten thousandth of an ounce. The method is preferable to stating the weight in grains for commercial purposes, and corresponds better with the terms of the Mint. It may be readily transferred to weight in grains by the following rules: Remove the decimal part from one-half deduct four per cent. of that half, and the remainder will be grains.

The fourth column expresses the fineness in thousandths, i. e., the number of parts of pure silver in 1,000 parts of the coin.

The fifth and sixth columns of the first table express the valuation of gold. In the fifth is the value as compared with the legal contents or amount of fine gold in our coin. In the sixth is the value as paid in the Mint, after the uniform deduction of one-half of one per cent. The former is the value for any other purposes than recoinage, and especially for the purpose of comparison; the latter is the value in exchange for our coins at the Mint.

For the silver there is no fixed legal valuation, the law providing for shifting the price according to the condition of demand and supply. The present price of standard silver is 124 cents per ounce, at which rate the values in the fifth column of the second table are calculated. In a few cases where the coins could not be procured, the data are assumed from the legal rates, and so stated.

X.—Gold coins.

Country.	Denominations.	Weight.		Fineness.	Value.	Value in gold.
		Oz.	Dec.			
Austria	Ducat	0.112		986	\$2 28.3	
Do	Souverain	0.363		900	6 73.4	
Do	Four florins	0.104		900	1 33.5	
Belgium	Twenty-five francs	0.254		899	4 72	
Bolivia	Doublon	0.867		870	15 59.3	
Brazil	Twenty milreis	0.575		917.5	10 90.6	
Central America	Two escudos	0.209		853.5	3 64.8	
Do	Four reales	0.027		875	0 42.8	
Chili	Old doubloon	0.867		870	15 59.3	
Do	Ten pesos	0.492		900	9 15.4	
Denmark	Ten thaler	0.427		895	7 90	
Ecuador	Four escudos	0.433		844	7 55.5	
England	Pound or sovereign, new	0.256.7		916.5	4 16.3	
Do	Pound or sovereign, average	0.256.2		916	4 15.1	
France	Twenty francs, new	0.207.5		899	3 25.8	
Do	Twenty francs, average	0.207		899	3 24.7	
Germany	Ten thaler, Prussian	0.427		903	7 97.1	
Do	Twenty marks	0.258		900	4 76.2	
Greece	Twenty drachms	0.185		900	3 44.2	
Hindustan	Mohur	0.374		916	7 09.2	
Italy	Twenty lire	0.207		898	3 24.3	
Japan	Old cobang	0.362		568	4 44	
Do	Old cobang	0.289		572	3 57.6	
Do	Twenty yen	1.072		900	19 94.4	
Mexico	Doublon, average	0.867.5		846	15 53	
Do	Doublon, new	0.867.5		870.5	15 61.1	
Do	Twenty pesos, (Max.)	0.086		875	19 64.3	
Do	Twenty pesos, (Repub.)	1.081		873	19 51.5	
Naples	Six ducati, new	0.245		996	5 04.4	
Netherlands	Ten guilders	0.215		899	3 99.7	
New Granada	Old doubloon Bogota	0.862		870	15 61.1	
Do	Old doubloon Popayan	0.867		858	15 37.8	
Do	Ten pesos	0.525		891.5	9 67.5	
Peru	Old doubloon	0.867		868	15 53.7	
Do	Twenty soles	1.055		898	19 21.3	
Portugal	Gold crown	0.308		912	5 80.7	
Russia	Five roubles	0.210		916	3 97.6	
Spain	One hundred reales	0.368		896	4 86.4	
Do	Eighty reales	0.315		899.5	3 86.4	
Do	Ten escudos	0.270.8		896	5 01.5	
Sweden	Ducat	0.111		875	2 23.7	
Do	Carolus, 10 francs	0.104		900	1 33.5	
Tunis	Twenty-five piasters	0.161		900	2 00.5	
Turkey	One hundred piasters	0.231		915	4 36.9	
Tuscany	Sequin	0.112		999	2 31.3	

Y.—Silver coins.

Country.	Denominations.	Weight.	Fineness.	Value.
		<i>Oz. Dec.</i>	<i>Thom.</i>	
Austria	Old rix dollar	0.205	833	\$1 02.3
Do.	Old scudo	0.838	909	1 02.6
Do.	Florin before 1858	0.451	833	51.1
Do.	New florin	0.397	900	48.6
Do.	New Union dollar	0.596	900	75.1
Do.	Maria Theresa dollar, 1780	0.895	848	1 02.1
Belgium	Five francs	0.803	897	98
Do.	Two francs	0.320	845	36.4
Bolivia	New dollar	0.801	900	98.1
Brazil	Double milreis	0.820	918.5	1 02.5
Canada	Twenty cents	0.150	925	18.9
Do.	Twenty-five cents	0.187.5	925	23.6
Central America	Dollar	0.866	850	1 00.2
Chili	Old dollar	0.864	908	1 06.8
Do.	New dollar	0.801	900.5	98.2
China	Dollar (English) assumed	0.866	901	1 06.2
Do.	Ten cents	0.287	901	10.6
Denmark	Two rigsdaler	0.327	877	1 10.7
England	Shilling, new	0.182.5	924.5	23
Do.	Shilling, average	0.178	925	22.4
France	Five franc, average	0.800	903	98
Do.	Two francs	0.320	845	36.4
Germany, North	Thaler before 1857	0.712	759	72.7
Do.	New thaler	0.595	900	72.9
Germany, South	Florin before 1857	0.340	900	41.7
Do.	New florin	0.340	900	41.7
Greece	Five drachms	0.719	900	88.1
Hindustan	Rupco	0.374	916.5	46.6
Italy	Five lire	0.800	900	98
Do.	Lira	0.100	845	18.2
Japan	Itzebu	0.279	991	37.6
Do.	New itzebu	0.279	800	33.8
Do.	One yen	0.866.7	900	1 00.8
Do.	Fifty sen	0.402	809	44.6
Mexico	Dollar, new	0.867.5	903	1 06.6
Do.	Dollar, average	0.866	901	1 06.2
Do.	Peso of Maximilian	0.861	902.5	1 05.5
Netherlands	Scudo	0.844	830	95
Norway	Two and one-half guilders	0.804	944	1 03.3
Do.	Specie daler	0.927	877	1 10.7
New Granada	Dollar of 1857	0.803	896	98
Peru	Old dollar	0.866	901	1 06.2
Do.	Dollar of 1858	0.766	909	94.8
Do.	Half dollar 1835 and 1838	0.433	850	38.3
Do.	Sol	0.802	900	98.2
Portugal	Five hundred reis	0.400	912	49.6
Do.	Scudo	0.864	900	1 05.8
Russia	Rouble	0.667	875	79.4
Do.	Five pesetas (dollar)	0.800	900	98
Do.	Peseta (pistareen)	0.160	845	18.2
Sweden	Rix dollar	1.092	750	1 11.5
Switzerland	Two francs	0.320	845	36.4
Do.	Five piasters	0.511	898.5	62.5
Turkey	Twenty piasters	0.770	850	87

REPORT OF COMMISSIONER OF INDIAN AFFAIRS.

REPORT
OF
THE COMMISSIONER OF INDIAN AFFAIRS.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., September 3, 1872.

SIR: Respectfully referring to your communication of August 8, 1872, asking to be furnished the usual annual statement of the liabilities of the United States to Indian tribes, I have the honor to state that the subject was referred to the Indian Office on the 10th ultimo, and herewith to inclose a copy of the Commissioner's report and the statement requested in your letter.

Very respectfully, yours,

W. H. SMITH,
Acting Secretary.

The Hon. SECRETARY OF THE TREASURY.

DEPARTMENT OF THE INTERIOR,
OFFICE INDIAN AFFAIRS,
Washington, D. C., September 2, 1872.

SIR: I have the honor to transmit herewith a statement showing the present liabilities of the United States to Indian tribes under stipulations of treaties, &c., to be forwarded to the Secretary of the Treasury, to accompany his report on the state of finances.

Very respectfully, your obedient servant,

F. A. WALKER,
Commissioner.

Hon. C. DELANO,
Secretary of the Interior.

Statement showing the present liabilities of the United States to Indian tribes under stipulations of treaties, &c.

Names of tribes.	Description of annuities, stipulations, &c.	Number of installments yet unappropriated; explanations, &c.	Reference to laws: Statutes at Large.	Annual amount necessary to meet stipulations indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.*	Amount held in trust by the United States on which five per cent. is annually paid, and annuities which, invested at five per cent., would produce permanent annuities.
Apache, Kiowa, and Comanches. Do.....	Thirty installments, provided to be expended under 10th article treaty of Oct. 21, 1867. Purchase of clothing.....	Twenty-five installments unappropriated, at \$30,000 each. 10th article treaty Oct. 21, 1867.....	Vol. 15, pp. 581, 589. Vol. 15, pp. 591, 589, § 10.	\$98,000 00	\$750,000 00	.....	.....
Do.....	Pay of carpenter, farmer, blacksmith, miller, and engineer.	14th article treaty Oct. 21, 1867.....	Vol. 15, pp. 581, 589.	5,200 00	.....	.....	.....
Do.....	Pay of physician and teacher.....	do.....	Vol. 15, pp. 581, 589, § 10.	2,500 00	7,500 00	.....	.....
Do.....	Three installments, for seeds and agricultural implements. Pay of second blacksmith, iron and steel.....	Three installments, at \$2,500 each, still due. 8th article treaty Oct. 21, 1867.....	Vol. 15, p. 534. Not published...	2,000 00 75,000 00	.....	.....	.....
Arikaraes, Gros Ventres, and Mandans. Aassinabinoes.....	Amount to be expended in such goods, &c., as the President may from time to time determine. Amount to be expended in such goods, &c., as the President may from time to time determine. Amount to be expended in such goods, &c., as the President may from time to time determine.	7th article treaty July 27, 1856..... do..... 8th article treaty Sept. 1, 1868.....	do..... do..... do.....	30,000 00 50,000 00	.....	.....	.....
Blackfeet, Bloods, and Piigans.	Amount to be expended in such goods, &c., as the President may from time to time determine. Five installments, 4th series, of annuity for beneficial purposes.	Two installments of \$5,500 each, to be appropriated.	Vol. 10, p. 1114, § 9	.....	11,000 00	.....	.....
Calapoolas, Molais, and Chekappaes of Williametta.	Thirty installments, provided to be expended under 10th article treaty of Oct. 21, 1867. Purchase of clothing, annuity of the tribe.	Twenty-five installments unappropriated, at \$20,000 each. 10th article treaty Oct. 21, 1867.....	Vol. 15, p. 593. Vol. 15, p. 597.	14,500 00 7,100 00	500,000 00	.....	.....
Chickasaws and Arapahoes.....	Pay of physician, carpenter, miller, blacksmith, and teacher for the purchase of articles for the tribe.	Three installments, at \$2,500 each, still due.	do.....	7,500 00	.....	.....	.....

Statement showing the present liabilities of the United States to Indian tribes, &c.—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	Number of installments yet appropriated; explanations, &c.	Reference to laws; Statutes at Large.	Annual amount necessary to meet stipulations indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amount held in trust by the United States on which five per cent. is annually paid, and amounts which, invested at five per cent., would produce permanent annuities.
Chippewas—Pillager and Lake Winnebagoish bands.	Twenty installments, for purposes of education; 3d article treaty Feb. 22, 1865.	Two installments, of \$3,000, yet due.	Vol. 10, p. 1168, § 3.	.....	\$6,000 00	.....	.....
Chippewas of Red Lake and Pemin- nias tribe of Chippewas.	\$10,000, as annuity, to be paid per capita to the Red Lake band, and \$5,000 to the Pemin- nias band, during the pleasure of the President.	3d article treaty Oct. 3, 1863, and 2d article supplementary treaty April 12, 1864.	Vol. 13, pp. 668, 689.	\$15,000 00	.....	.....	.....
Do.....	Fifteen installments, of \$12,000 each, for the purpose of supplying them with gillnets, fishing cotton, and other articles, &c.	Estimated, Red Lake band, \$3,000; and Pemin- nias band, \$1,000; six installments to be appropriated.	Vol. 13, pp. 689, 690.	.....	72,000 00	.....	.....
Do.....	Fifteen installments, for pay of one blacksmith, physician, &c.; miller, farmer, \$3,000; iron and steel, and other articles, \$1,500.	Six installments, at \$3,000, yet due.	Vol. 13, p. 690	.....	36,400 00	.....	.....
Do.....	Fifteen installments, to defray the expenses of a band of victors, not more than three persons, to attend annuity payments.	Six installments to be appropriated, at \$300 each.	Vol. 13, p. 698	.....	2,340 00	.....	.....
Choctaws.....	Permanent annuities.....	2d article treaty Nov. 16, 1805, \$1,000; 15th article treaty Oct. 14, 1820, \$600; 3d article treaty Jan. 20, 1825, \$1,000.	Vol. 7, pp. 69 and 614; vol. 11, pp. 313 and 326.	.....	.....	\$9,600 00	.....
Do.....	Provisions for smiths, &c.	6th article, Oct. 14, 1820, and 9th article, Jan. 20, 1825.	Vol. 7, p. 312	.....	.....	990 00	.....
Do.....	Interest on \$300,275 09; articles 10 and 13 treaty, Jan. 20, 1825.	Five per centum for educational purposes.	Vol. 11, pp. 613	.....	.....	19,519 40	\$300,275 09
Considered a tribes and bands in Mid- dle America.	Five installments, for benevolent objects, at the discretion of the President; treaty June 25, 1855.	Five installments, of \$4,000 each, yet due.	Vol. 12, p. 904, § 3.	.....	20,000 00	.....	.....

Do.	Twenty installments, for pay and subsistence of one physician, sawyer, miller, superintendent of farming, and school teacher.	Seven installments, of \$5,000 each, yet due.	Vol. 12, p. 985.	7,000 00		
Do.	Twenty installments, for salary of head-chief.	Seven installments, of \$500 each.	Vol. 7, pp. 36 and 237; vol. 11, p. 700.	3,500 00	24,500 00	490,000 00
Crows	Permanent annuities.	4th article treaty Aug. 7, 1790, \$1,500; 2d article treaty of June 16, 1822, \$3,000; 4th article treaty Jan. 24, 1826, \$20,000.	Vol. 7, p. 287; vol. 11, p. 700.			
Do.	Smiths, shops, &c.	8th article treaty Jan. 24, 1826.	Vol. 7, p. 287.		1,110 00	22,200 00
Do.	Wheelwright, permanent.	8th article treaty Jan. 24, 1826; 5th article treaty Aug. 7, 1836.	Vol. 7, p. 287; vol. 11, p. 700.		600 00	12,000 00
Do.	Allowance during the pleasure of the President.	5th article treaty Feb. 14, 1833.	Vol. 7, pp. 287 and 418.	4,710 00		
Do.	Interest on \$200,000, held in trust; 6th article treaty August 7, 1836.	8th article treaty Jan. 24, 1826.	Vol. 11, p. 700.		10,000 00	200,000 00
Do.	Interest on \$675,108, held in trust; 3d article treaty June 14, 1866.	Five per centum for education.	Vol. 14, p. 786.		33,758 43	675,108 00
Crows	For supplying male persons over fourteen years of age with a suit of good, substantial woollen clothing; females over twelve years of age, a flannel skirt or goods to make the same, a pair of woollen hose, calico and domestic; and boys and girls under the ages named; such flannel and cotton goods, &c. For the purchase of such articles from time to time as the conditions and necessities of the Indians may indicate to be proper.	Five per centum to be expended under the direction of the Secretary of the Interior.	Vol. 15, p. 652, § 9.	22,723 00		
Do.	Physician, carpenter, miller, engineer, farmer, and blacksmith.	Treaty May 7, 1868.	do	10,000 00		
Do.	Twenty installments for pay of teacher, and for books, stationery, &c.	do	Vol. 15, p. 652, § 10.	6,600 00		
Do.	Blacksmith, iron and steel, and for seeds and agricultural implements.	Seventeen installments, at \$3,000, to be provided.	Vol. 15, p. 651, § 7.	51,000 00		
Do.	Purchase of such articles, from time to time, as the condition and necessities of the Indians may indicate to be proper.	Estimated.	Vol. 15, p. 651, § 8.	3,320 00		
Do.	Four installments, to furnish Indians with flour and meat.	do	Vol. 15, p. 652, § 9.	20,000 00		
Do.	Life annuity to chief.	Treaty May 7, 1868; one installment to be provided.	Vol. 15, p. 652, § 11.	131,400 00		
Dolawares		Private act to supplementary treaty Sept. 24, 1829, to treaty Oct. 3, 1818.	Vol. 5, p. 1040.	100 00		
Do.	Interest on \$46,080 at five per centum, being the value of thirty-six sections of land, set apart by the treaty of 1829 for education.	Senate resolution Jan. 19, 1838.	do		2,304 00	46,080 00
Dwamiah and other allied tribes in Washington Territory.		Seven installments yet to be provided for.	Vol. 12, p. 928, § 6.	31,000 00		

Statement showing the present liabilities of the United States to Indian tribes, &c.—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	Number of installments yet unappropriated; explanations, &c.	Reference to laws: Statutes at Large.	Annual amount necessary to meet all obligations indefinitely as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay a limited annual effect the payment.	Amount of annual liabilities of a permanent character.	Amount held in trust by the United States on which five per cent. is annually paid, and annuities which, invested at five per cent., would produce permanent annuities.
Dwamiah and other allied tribes in Washington Territory.	Twenty installments, for agricultural school and teachers.	Treaty Jan. 22, 1855; seven, at \$3,000 each, yet due.	Vol. 12, p. 929, § 14		\$21,000 00		
Do.	Twenty installments, for a smith and carpenter shop and tools.	Seven installments, at \$500 each, yet due.	.....do		3,500 00		
Do.	Twenty installments, for blacksmith, carpenter, farmer, and physician.	Seven installments, at \$4,600 each, yet due.	.....do		32,200 00		
Flatheads and other confederated tribes.	Twenty installments, for agricultural and industrial school, providing necessary furniture, books, stationery, &c., and employment of suitable instructors.	July 16, 1855, agricultural and industrial school, \$1,500; pay of instructors, \$1,500; seven installments of \$2,100 yet to be appropriated.	Vol. 12, p. 977, § 5		14,700 00		
Do.	Five installments, 3d series, for beneficial objects, under the direction of the President.	One installment yet due.	Vol. 12, p. 976, § 4		4,000 00		
Do.	Twenty installments, for two farmers, two millers, blacksmith, gunsmith, tinsmith, carpenter and joiner, and wagon and plow maker, \$7,400; and keeping in repair blacksmith, carpenter's, and wagon and plow maker's shops, and furnishing tools, \$500.	Seven installments, of \$7,900 each, to be provided.	Vol. 12, p. 976, § 5		55,300 00		
Do.	Twenty installments, for keeping in repair flour and saw mills, and supplying necessary fixtures.	Seven installments, of \$500 each, to be provided.	.....do		3,500 00		
Do.	Twenty installments, for pay of physician, \$1,400; keeping in repair hospital and for medicines, \$500.	Seven installments, of \$1,700 each, to be provided.	.....do		11,900 00		
Do.	Twenty installments, for various emending and repairing outfits, for such of the following articles as the Secretary may deem proper, for each of the	Seven installments, of \$300 each, to be provided.	Vol. 12, p. 977, § 6		\$2,100 00		
Do.	Twenty installments, for each of the	Seven installments, of \$1,000 each, to be provided.	.....do		7,000 00		

	VISIONS, &c., as the President may from time to time determine as necessary.	OLD ARTICLES TREATY OF JULY 13, 1868.	Not published.	\$35,000 00			
Iowas.	Interest on \$57,500, being the balance on \$157,500.	May 7, 1854	Vol. 10, p. 1071, § 9		\$2,875 00	\$57,500 00	
Kansas.	Interest on \$300,000, at 5 per centum.	January, 1846	Vol. 9, p. 842, § 2		10,000 00	300,000 00	
Kickapoos.	Gradual payment on \$300,000.		Vol. 10, p. 1079, § 2		5,000 00	100,000 00	
Do.	Five installments of \$5,000, 2d series, to be applied under the direction of the President.		do.				
Klamaths and Modocs.	Twenty installments, for repairing saw and flouring mill, and buildings for blacksmith, carpenter, wagon and plow maker, manual labor school, and hospital.	Three installments to be provided	Vol. 16, p. 707	10,000 00			
Do.		Fourteen installments to be appropriated, at \$1,000 each.	do.	15,000 00			
Do.	For tools and materials for saw and flour mills, carpenter's, blacksmith's, wagon, and plow maker's shops, books and stationery for manual-labor school.	Thirteen installments to be appropriated.	do.	19,500 00			
Do.	Pay of superintendent farming, farmer, blacksmith, sawyer, carpenter, and wagon and plow maker.	Eight installments to be appropriated, at \$6,000 each.	do.	48,000 00			
Do.	Pay of physician, miller, and two teachers, for twenty years.	Thirteen installments to be provided, at \$3,600 each.	do.	46,800 00			
Makahs.	Two installments, being 2d series, for beneficial objects, under the direction of the President.	Seven installments to be appropriated, of \$1,000 each.	Vol. 12, p. 940	7,000 00			
Do.	Twenty installments for agricultural and industrial school and teacher, for smith and carpenter shops and tools, and for blacksmith, carpenter, farmer, and physician.	Seven installments to be provided for, at \$7,800 each.	Vol. 12, p. 941	53,800 00			
Menomonees.	Fifteen installments, to pay \$244,656 for cession of land.	Eight installments, of \$16,170.06, yet to be provided.	Vol. 10, p. 1063	129,360 46			
Miamies of Kansas.	Permanent provisions for smiths' shops, and miller, &c.	Say \$940 for shop and \$600 for miller.	Vol. 7, p. 191		1,540 00	30,800 00	
Do.	Twenty installments upon \$300,000, 3d article treaty June 5, 1854.		Vol. 10, p. 1094	52,500 00			
Do.	Interest on \$50,000, at 5 per centum.		do.		2,500 00	50,000 00	
Miamies of Indiana.	Interest on \$231,257.38, in trust.		Vol. 7, p. 51, § 4		11,062 89	231,257 86	
Miamies of Eel River.	Permanent annuities.	4th article treaty 1795; 3d article treaty 1805; 3d article treaty 1809.	Vol. 7, p. 91, § 3; Vol. 7, p. 114, § 3		1,100 00	32,000 00	
Molds.	Pay of teacher to manual-labor school, and subsistence of pupils, &c.	Treaty Dec. 21, 1855.	Vol. 12, p. 982	3,000 00			
Mixed Shooshones, Bannocks, and Sheep-Eaters.	To be expended in such goods, provisions, &c., as the President may from time to time determine, &c.	Sept. 24, 1868		35,000 00			
	For such articles of clothing, or raw materials in them thereof, for seeds, farming implements, &c.	For clothing, or raw materials, \$40,000; and for seeds, &c., \$35,000.	Vol. 15, p. 669	75,000 00			

Statement showing the present liabilities of the United States to Indian tribes, &c.—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	Number of installments yet unappropriated; explanations, &c.	Reference to laws: Statutes at Large.	Annual amount necessary to meet stipulations indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amount held in trust by the United States on which five per cent. is annually paid, and amounts which, invested at five per cent., would produce permanent annuities.
Navajoes	For the purchase of such articles as from time to time the condition and necessities of the Indians may indicate to be proper.	8th article, June 1, 1868	Vol. 15, p. 669	\$14,000 00			
Do.	For pay of two teachers	6th article, June 1, 1868	do.	2,000 00			
Nez Percés	Five installments, 3d series, for beneficial objects, at the discretion of the President.	Two to be provided for, at \$6,000	Vol. 12, p. 959		\$12,000 00		
Do.	Twenty installments, for two schools, &c., pay of superintendent of teaching and two teachers, superintendent of farming and two farmers, two millers, two blacksmiths, tinners, gunsmith, carpenter, wagon and plow maker, keeping in repair grist and saw mill, for necessary tools, pay of physician, repairing hospital and furnishing medicines, &c., repairing buildings for employees, and the shops for blacksmith, tin-smith, gunsmith, carpenter, wagon and plow maker, providing tools therefor, and pay of head chief.	Seven to be provided for, at \$17,500	do.		120,400 00		
Do.	Sixteen installments, for boarding and clothing children who attend school, providing school, &c., with necessary furniture, purchase of wagons, teams, and tools, &c.	Nine to be provided for, at \$3,000 each.	Vol. 14, p. 649		27,000 00		
Do.	Salary of two subordinate chiefs	Treaty June 9, 1863	Vol. 14, p. 650	1,000 00			
Do.	Fifteen installments, for repair of houses, mills, shops, &c., and providing furniture, tools, &c.	Nine to be appropriated, at \$3,500 each.	do.		29,500 00		
Do.	Salary of two masons, to take charge of the boarding schools, two assistant teachers, farmer, carpenter, and two millers.	June 9, 1863	Vol. 14, p. 650, § 5.	7,000 00			

up, and other titles and bands of Indians.	Pay of instructor, smith, physician, carpenter, &c., for twenty years. Support of agricultural and industrial school, smith and carpenter shops, and providing necessary tools therefor. Purchase of clothing	Two to be provided for, at \$6,700 each. Two to be provided for, at \$1,500 each. Estimated.	Vol. 10, p. 1134 do Vol. 15, p. 657	2,250 00			
Northern Cheyennes and Arapahoes.	To be expended by the Secretary of the Interior for Indians roaming, and in the purchase of such articles as may be deemed necessary. Four installments, to furnish flour and meat.	do	do	18,000 00			
Do	Pay of teacher, carpenter, miller, farmer, blacksmith, engineer, and physician. Fifteen installments, 3d series, in money or otherwise.	One installment yet to be appropriated. Estimated.	Vol. 15, p. 658	66,576 00			
Omahas	Ten installments, to pay engineer, miller, farmer, and blacksmith, keeping in repair grist and saw mill, support of blacksmith-shop, and furnishing tools.	Ten to be appropriated.	Vol. 10, p. 1044	7,700 00			
Do	Interest on \$69,120, at 5 per centum, for educational purposes. Interest on \$90,000, at 5 per centum, to be paid semi-annually, in money or such articles as the Secretary of the Interior may direct. Fifteen installments, 3d series, in money or otherwise.	Estimated engineer, \$1,900; miller, \$900; farmer, \$900; blacksmith, \$800; repairs of mill and support of smith-shop, \$800; three installments, of \$4,500, to be appropriated. Jan. 19, 1833, resolution of the Senate to treaty Jan. 2, 1825. Treaty Sept. 28, 1865.	Vol. 10, p. 1044; Vol. 14, p. 668.	200,000 00			
Oseages.	Annuity goods and such articles as may be necessary.	do	Vol. 7, p. 242	13,500 00			
Do	Support of two manual-labor schools and pay of two teachers.	do	Vol. 14, p. 687, § 1	\$3,456 00	\$69,120 00		
Ottawas and Missourias.	For iron and steel and other necessities for shops, and pay of two blacksmiths, one of whom to be tin and gunsmith, and compensation of two strikers and apprentices. Farming utensils and stock, pay of farmer, miller, and engineer, and compensation of apprentices to assist in working the mill, and keeping in repair grist and saw mill. Ten installments, 2d series, to be paid to them or expended for their benefit. Amount to be expended during the pleasure of the President, for aid in agricultural and mechanical pursuits.	Ten to be appropriated. Sept. 24, 1857	Vol. 10, p. 1039 Vol. 11, p. 728, § 2 Vol. 11, p. 730	15,000 00	300,000 00		
Pawnees	do	do	Vol. 10, p. 1039	90,000 00			
Do	do	do	Vol. 11, p. 728, § 2	31,000 00			
Do	do	do	Vol. 11, p. 730	11,200 00			
Do	do	do	Sept. 24, 1857	2,180 00			
Do	do	do	Sept. 24, 1857; for iron and steel, \$500; two blacksmiths, \$1,200; and two strikers, \$480.	4,400 00			
Do	do	do	Estimated				
Toncas	do	do	March 12, 1868, one to be provided.	10,000 00			
Do	do	do	do	7,500 00			

Statement showing the present liabilities of the United States to Indian tribes, &c.—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	Number of installments yet unappropriated; explanations, &c.	Reference to laws: Statutes at Large.	Annual amount necessary to meet stipulations indicated as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amount held in trust by the United States on which five per cent. is annually paid, and amounts which invested at five per cent. would produce permanent annuities.
Pottawatomes	Permanent annuity in money					\$8,449 65	\$108,993 00
Do	For education, during the pleasure of the President.		Vol. 7, p. 51, § 4; vol. 7, p. 114, § 3; vol. 7, p. 185, § 3; vol. 7, p. 317; vol. 7, p. 380; vol. 7, p. 585.	\$5,000 00			
Do	Permanent provision for three smiths		do			1,068 49	21,369 80
Do	Permanent provision for furnishing salt		do			165 77	3,315 40
Do	Interest on \$343,632.11 at 5 per centum		Vol. 9, p. 854			12,181 81	943,632 11
Pottawatomes of Huron.	Permanent annuities		Vol. 7, p. 106, § 2			400 00	8,000 00
Quapaws	For education, smith, and farmer, and smith-shop, during the pleasure of the President.		Vol. 7, p. 421, § 3	2,660 00			
Quinnipiacs and Quiliches.	\$25,000, 5th series, to be expended for beneficial objects.	Treaty May 13, 1833, \$1,000 for education, and \$1,660 for smith, farmer, &c.	Vol. 12, p. 972, § 4.		62,000 00		
Do	Twenty installments for an agricultural and industrial school, employment of suitable instructors, support of smith and carpenter shop, and tools, pay of blacksmith, carpenter, farmer, and physician.	Two installments, of \$1,000 each, to be provided. Seven installments of \$7,000 each, to be provided.	do		53,300 00		
Rogue River	Five installments in blankets, clothing, farming-tools, and stock.	Two installments of \$3,000 each, still due.	Vol. 10, p. 1019, § 4.	4,000 00			
River Crows	Amount to be expended in such goods, provisions, &c., as the President may from time to time determine, &c.	July 13, 1858.	Laws not published.	25,000 00			
Sacs and Foxes of the Mississippi	Permanent annuities	Treaty November 3, 1804	Vol. 7, p. 85, § 3			1,000 00	90,000 00
Do	Treaty of 1804, at 5 per centum	Treaty December 31, 1817	Vol. 7, p. 341, § 2			10,000 00	900,000 00
Do	Treaty of 1804, at 5 per centum	Treaty December 31, 1817	Vol. 7, p. 341, § 2			10,000 00	900,000 00



Do	Five installments, for support of physician, &c., and furnishing tobacco and salt.	Vol. 15, p. 497	1,850 00		
Sacs and Foxes of the Missouri.	Interest on \$157,000, at five per centum	Treaty Oct. 21, 1837		7,870 00	157,400 00
Do	Interest on \$11,615.25, at five per centum	Treaty March 6, 1861		2,636 49	11,615 25
Seminole	Interest on \$50,000, 8th article treaty Aug. 7, 1864.	\$25,000 annuities		25,000 00	500,000 00
Do	Interest on \$70,000, at five per centum	For support of schools		3,500 00	70,000 00
Soucas	Permanent annuities	Sept. 9 and 17, 1817		1,000 00	20,000 00
Do	Smith and smiths' shops, and miller.	Feb. 28, 1831			
Soucas of New York.	Permanent annuities	Act Feb. 19, 1841		1,660 00	120,000 00
Do	Interest on \$75,000, at five per centum	Act June 27, 1846			
Do	Interest on \$43,050, transferred from Ontario Bank to United States Treasury.	do		3,750 00	75,000 00
Soucas and Shawnee.	Permanent annuities	Vol. 9, p. 35		2,152 50	43,050 00
Do	Support of smith and smiths' shops	do			
Soucas, Shawnee, Quapaw, Peoria, Ottawa, Wyandots and others.	Five installments, for blacksmith and assistant, shop and tools, iron and steel for shop, for Shawnee.	Treaty Sept. 17, 1818		1,060 00	20,000 00
Do	Six installments, for blacksmith and necessary iron, steel, and tools, for Peoria, Kaskaskia, &c.	July 20, 1831			
Shawnee	Permanent annuities, for education	do			
Do	Interest on \$40,000, at five per centum	Aug. 3, 1795; May 10, 1854			
Shoshone—Western band.	Twenty installments, of \$5,000 each, under direction of the President.	do			
Shoshone—Eastern band.	Twenty installments, of \$10,000 each, under direction of the President.	do			
Shoshone—Northern band.	Twenty installments, of \$5,000 each, under direction of the President.	do			
Shoshone—Goahp band.	Twenty installments, of \$1,000 each, under direction of the President.	do			
Shoshone and Banocks.	For Shoshone: Three installments, to purchase seeds and implements.	Treaty July 3, 1868. One installment to be provided for.			
Do	Purchase of clothing for men, women, and children.	Estimated			
Do	For the purchase of such articles as may be considered proper by the Secretary of the Interior, &c.	do			
Do	Pay of physician, carpenter, teacher, engineer, farmer and blacksmith.	do			
Do	Three installments for presents	do			
Do	Blacksmiths, and for iron and steel, &c.	do			

Statement showing the present liabilities of the United States to Indian tribes, &c.—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	Number of installments yet unappropriated; explanations, &c.	Reference to laws; Statutes at Large.	Annual amount necessary to meet stipulations indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amount held in trust by the United States on which five per cent. is annually paid, and amounts which, invested at five per cent., would produce permanent annuities.
Shoshones and Bannocks. Do.....	<i>For Bannacks:</i> Purchase of clothing for men, women, and children. Purchase of such articles as may be considered necessary by the Secretary of the Interior, for persons roaming, &c. Pay of physician, carpenter, miller, teacher, engineer, farmer, and blacksmith. Permanent annuities in clothing, &c.	Estimated	Vol. 15, p. 675, § 9.....do.....	\$6,937 00 16,000 00	.....	.....	.....
Do.....	For seeds and agricultural implements.....	.....do.....	Vol. 15, p. 675, § 8.....do.....	2,500 00 6,800 00	.....	.....	.....
Six Nations of New York.....	Amount to be expended in such goods, provisions and other articles as the President may from time to time determine, &c.	Treaty November 11, 1794.....	Vol. 7, p. 46, § 6	100,000 00	.....	\$4,500 00	\$90,000 00
Sisseton and Wahpeton of Lake Traverse and Devil's Lake. Six of different tribes Do.....	Purchase of seeds and agricultural implements. Purchase of clothing for men, women, and children. Purchase of iron and steel, &c. For such articles as may be considered proper by the Secretary of the Interior, for persons roaming, &c.	April 29, 1868..... Twenty-seven to be appropriated, at \$150,400 each. Estimated	Vol. 15, p. 632, § 10.....do..... Vol. 15, p. 632, § 8 Vol. 15, p. 632, § 10	15,000 00 2,000 00	..... \$4,303,800 00.....	.....	.....
Do.....	For beef, flour, sugar, bacon, &c., in proportionate quantities. Physician, five teachers, carpenter, miller, farmer, blacksmith, and blacksmith. Twenty installments on \$60,000: fifth series.	Estimated	Vol. 15, p. 632, § 13	1,314,000 00 10,400 00	.....	.....	.....
Do.....	Twenty installments on \$60,000: fifth series. Industrial school, pay of teacher, blacksmith, carpenter, farmer, and physician. Smith and carpenter shop and tools.	Two to be provided at \$2,400 each Seven to be provided at \$7,100 each	Vol. 12, p. 934, § 3 Vol. 12, pp. 934, § 3, § 11. .....do.....	..... ..... 500 00	4,800 00 40,700 00	.....	.....

Utahs.		Goods, \$10,000; provisions, \$10,000, one to be provided.	Vol. 13, p. 675, § 8	20,000 00	
Do	Purchase of iron, steel, and tools for blacksmith shop, and pay of blacksmith and assistant.	Iron and steel, \$220; blacksmith, and assistant, \$1,100.	Vol. 13, p. 675 § 10	1,320 00	
Tabaquache, Mimbache, Yampai, Grand River, and Uintah band of Utah.	For iron and steel, and necessary tools for blacksmith shop.	Estimated	Vol. 15, p. 621, § 11	920 00	
Do	Two carpenters, two millers, two farmers, one blacksmith, and two teachers.	do	Vol. 15, p. 622 § 15	11,000 00	
Do	Thirty installments of \$30,000 to be expended under the direction of the Secretary of the Interior, for clothing, blankets, &c.	Twenty-six installments to be provided at \$30,000 each.	do	780,000 00	
Do	Annual amount to be expended under the direction of the Secretary of the Interior, in applying said Indians with beef, mutton, wheat, flour, beans, &c.	do	do	30,000 00	
Umpuquas and Calajuanas of Umpuqu Valley, Oregon.	Five installments, 4th series, of annuities for beneficial purposes.	Two installments to be provided for, at \$1,000 each.	Vol. 10, p. 1198, § 3	2,000 00	
Umpuquas, (Cow Creek band.)	Support of teachers, &c., for twenty years.	Two installments, of \$1,450 each	Vol. 10, p. 1127, § 6	2,900 00	
Walla-Walla, Cayuse, and Umatilla tribes.	Twenty installments of \$350 each	One installment unappropriated.		350 00	
Do	Five installments, 3d series, to be expended under the direction of the President.	Two installments to be provided, at \$1,000 each.	Vol. 12, p. 946, § 2	8,000 00	
Do	Twenty installments, pay of two millers, farmer, superintendent of farming operations, two school teachers, physician, blacksmith, wagon and plow maker, and carpenter and joiner.	Seven installments to be provided, at \$1,200 each.	Vol. 12, p. 947, § 4	78,400 00	
Do	Twenty installments for mill-fixtures, tools, medicines, books, stationery, furniture, &c.	Seven installments to be provided, at \$3,000 each.		21,000 00	
Do	Twenty installments of \$1,500 each, for pay of head chiefs, three in number, at \$500 per annum each.	Seven installments to be appropriated, at \$1,500 each.		10,500 00	
Winnebagoes	Interest on \$686,909.17, at five per cent. per annum.	Nov. 1, 1877; Senate amendment July 17, 1882.	Vol. 7, p. 546, § 4	44,345 46	886 909 17
Do	Thirty installments of interest on \$75,387.28, at five per cent. per annum.	Four installments to be provided, at \$3,769.36.	Vol. 9, p. 879, § 4	15,077 44	
Do	Interest on \$75,340.41, at five per cent. per annum, to be expended under the direction of the Secretary of the Interior.				
Walpahi-pe tribe of Snake Indians.	Ten installments, 2d series, under the direction of the President.	Nine installments to be appropriated, at \$1,200 each.	Vol. 14, p. 684, § 7	10,800 00	
Yankton tribe of Sioux.	Ten installments of \$40,000 each, 2d series, to be paid to them, or expended for their benefit.	Six installments to be appropriated, at \$40,000 each.	Vol. 11, p. 744, § 4	240,000 00	78,340 41

Statement showing the present liabilities of the United States to Indian tribes, &c.—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	Number of installments yet unappropriated; explanations, &c.	Reference to laws: Statutes at Large.	Annual amount necessary to meet appropriations indefinitely as to time now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities incidentally necessary to effect the payment.	Amount of annual liabilities of a permanent character.	Amount held in trust by the United States, on which five per cent. is annually paid, and amounts which, invested at five per cent., would produce permanent annuities.
Yakamas	Five installments, 3d series, for beneficial objects, under the direction of the President.	Two installments to be appropriated, at \$500 each.	Vol. 12, p. 953, § 4		\$1,200 00		
Do.....	Twenty installments for two schools, one of which is to be an agricultural and industrial school, keeping the same in repair, and providing books, stationery, and furniture.	Seven installments to be provided, at \$500 each.	do		3,500 00		
Do.....	Twenty installments for superintendent of teaching; two teachers, superintendent of farming, two farmers, two millers, two blacksmiths, tinner, gunsmith, carpenter, and wagon and plow maker.	Seven installments to be provided, at \$14,600 each.	Vol. 12, p. 953, § 5		102,200 00		
Do.....	Twenty installments for keeping in repair hospital, and furnishing medicines, &c., pay of physician, repairing grist and saw mill, and furnishing necessary tools.	Seven installments to be provided, at \$6,000 each.	do		42,000 00		
Do.....	Twenty installments for keeping in repair buildings for employes.	Seven installments to be provided, at \$300 each.	do		2,100 00		
Do.....	Salary of head chief for twenty years	Seven installments to be provided, at \$500 each.	do		3,500 00		
Do.....	Twenty installments for keeping in repair blacksmith's, tinner's, gunsmith's, carpenter's, and wagon and plow maker's shops, and furnishing tools.	Seven installments due, at \$500 each.	do		3,500 00		
Total				\$2,154,674 00	15,419,310 40	\$371,776 90	\$4,264,608 98

**REPORT OF THE SUPERINTENDENT OF THE
UNITED STATES COAST SURVEY.**

REPORT

OF THE

SUPERINTENDENT OF THE UNITED STATES COAST SURVEY.

COAST SURVEY OFFICE,
Washington, D. C., September 30, 1872.

SIR: I have the honor to present an abstract showing the places at which the work of the survey has been in progress, within the year, on the Atlantic, Gulf, and Pacific coasts of the United States.

In all the northern sections parties are yet in the field, and will so continue until the approach of winter, when transfers will be made for resuming operation in the southern sections of the coast.

The details of the work done by each of the parties will be given, as heretofore, in my annual report, after the receipt of statements showing the results of the present season in the northern sections.

Surveying-parties are now engaged either in triangulation, topography, or hydrography on the coast of Maine, at Bass Harbor, Mount Desert Island; at Blue Hill Bay; on the islands between it and Isle au Haut Bay; and in the vicinity of Castine, for the survey of the east side of Penobscot Bay; on the west side of that bay above and below Belfast; and in Penobscot Bay north of Islesborough; on the western side of the Kennebec, in Maine, for the determination of geographical points, and for like service in New Hampshire. Special astronomical observations have been made at Cambridge, Massachusetts, to determine the precise relation in longitude between points in the United States and points in Europe; one of the parties in that service occupied a station on St. Pierre, Miquelon Island. The magnetic elements have been determined at stations on the coast of Massachusetts.

Special examinations have been made to verify the sailing-directions or harbor charts of the coast of New England. The tides have been recorded constantly during the year at North Haven, in Penobscot Bay, and at the Charlestown navy-yard. A hydrographic party is now at work near the Monomoy Shoals, and off-shore soundings have been continued along the northern sections of the coast. The plane-table survey of the coast of Rhode Island is in progress near Perrysville, west of Point Judith, and also the detailed survey of New Haven Harbor. Views have been drawn for the charts of several harbors between Portland and New York. Special hydrographic investigations are in progress in New York Harbor and in the adjacent waters; and the tides have been steadily recorded at Governor's Island. Field-parties are completing the shore-line survey at the south end of Lake Champlain, and others are sounding its northern branches.

Triangulation is in progress near Barnegat, and plane-table work and hydrography near Little Egg Harbor, on the coast of New Jersey. Points have been determined for the construction of a comparative chart of the Schuylkill River at Philadelphia, for which the soundings were made last winter, and the magnetic elements have been determined in that vicinity, and also at Washington City. The tides have been regularly

recorded at Old Point Comfort, Virginia. Geodetic reconnaissance is in progress near Harper's Ferry. The detailed survey of the James River, Virginia, has been extended upward to Warwick River; that of Pamlico River, at Washington, North Carolina, has been completed, as also that of the lower part of Pungo River, and the vicinity of Cedar Island, in the lower part of Pamlico Sound. In that sound, the triangulation has been extended and progress has been made in soundings. Cape Hatteras has been included in a resurvey which revealed changes in contour; and recent soundings develop the dangers to navigation at the Hatteras Shoals. Plane-table work has been completed at Bear Inlet and Brown's Inlet, on the coast of North Carolina, and the several channels leading into Cape Fear River have been sounded. Little River entrance, near the boundary-line of South Carolina, has been examined, and much of the coast line traced southward to connect with a detailed survey which now includes the shores of Winyah Bay. The survey of the Sea Islands and channels between Coosaw River and Broad River, South Carolina, has been well advanced toward completion; and the sea-water channels inside of Saint Simon's Island, on the coast of Georgia, and between Talbot Island and Saint John's River, have been sounded. Latitude, azimuth, and the magnetic elements were determined at a station on Saint Simon's Island. The measurement of a primary base-line near Atlanta, Georgia, and the determination of points in geodetic connection with the line, are now in progress.

Along the eastern coast of Florida the survey south of Matanzas Inlet, including the branches of Matanzas River, is well advanced toward Mosquito Inlet. Below Cape Canaveral, a shoal has been developed near Indian River Inlet. Soundings have been continued in the approaches to the Florida Reef and in the Gulf of Mexico; and the shore hydrography has been completed at the eastern approach of Saint George's Sound, as also the survey of the Gulf coast between Saint Andrew's and Mobile entrance, including Choctawhatchee Bay. The hydrography has also developed the approaches from deep water to the Mississippi Delta, and the vicinity of Trinity Shoal off the coast of Louisiana. In the Mississippi River the survey has advanced to Magnolia upward to Jesuit Bend, including determinations for latitude and azimuth. On the coast of Texas the hydrography has been continued in San Antonio and the adjacent bays; and the longitude of Austin has been determined.

Sherman Station, in Wyoming Territory, and Verdi, on the Union Pacific Railroad, in Nevada, have been occupied as points in the geodetic connection between the Atlantic and Pacific coasts, and collateral observations of much interest have been recorded.

On the western coast of the United States the following sites have been, or will be occupied in prosecuting the field and hydrographic operations now in progress in accordance with the plan of work for the season. The parties are all in the field, and will, as heretofore, report their results at the end of October.

Progress has been made in the hydrographic reconnaissance between Panama and San Diego. The station near Cape San Lucas, at which the transit of Venus was observed in 1769, will be determined latitude and longitude. At San Diego the tides have been constantly recorded. The survey of the coast of California will be resumed at San Pedro Bay; that of the Santa Barbara Islands has been continued; the crest-line of the mountains which range along the Santa Barbara Channel has been traced. Reconnaissance has determined suitable points

for the triangulation between Santa Barbara and Monterey; the survey of the coast is well advanced between Point Conception and Point Arguello; also south of San Luis Obispo, toward Point Sal, and south of San Simeon; and the latitude and azimuth will be determined, if practicable, at both stations before the close of the season. In the operations of the year are included the survey of the South Farallon Island, and the outline of sand-drift on the San Francisco peninsula; the contour of Table Mountain, north of the Golden Gate; comparative soundings at San Francisco entrance, and the tides of the year at that port. Cordell's Bank will be developed by soundings in the course of the season; at Mendocino Bay latitude and azimuth will be determined, and the survey in progress in that vicinity will be extended northward. Magnetic observations will be made generally at stations which may be occupied by the astronomical party. Soundings have been made to develop a bank off Cape Mendocino; the survey of the coast below Shelter Cove is in progress; latitude and azimuth will be determined there, and longitude at Eureka, when the telegraph reaches that place. Soundings are in progress along the coast of California between Shelter Cove and Rocky Point; the survey is extending south of the False Klamath River, California, and along the coast of Oregon north of Chetko River. At Astoria the tides of the year have been recorded, and longitude will be determined when telegraphic facilities reach that port. The survey of both shores of the Columbia River has been continued, and that of Shoalwater Bay, in Washington Territory. At False Dungeness the astronomical station has been connected with the triangulation of the Strait of Fuca, and Smith's Island has been occupied for completing the main triangulation which embraces the waters of Washington Sound. The plan for this season includes, also, determinations of latitude and azimuth at Steilacoom and Dwamish Bay; the selection of a site for a base-line on Whidbey Island, and triangulation for extending the survey in Puget Sound.

On the coast of Alaska good progress has been made in the hydrographic reconnaissance. Observations of much importance have been made on the tides and currents, and a number of geographical points have been determined.

The office operations in drawing and engraving have kept up with the results in field-work and hydrography. Twenty new charts have been published, and nine others, which show extensive additions in comparison with their first issue. Fifty charts, of which thirteen were commenced within the year, have been in hand in the drawing-division. Of the engraved charts 11,500 copies have been printed and distributed. Ninety of the manuscript maps on file in the archives have been copied within the year, to meet calls for information. As these usually pertain to places near the more important ports, a few of the topographical sheets, showing much variety in details, have been reproduced by lithography. The process is cheap, and its extension is under advisement, as affording means of special usefulness in the inception of local improvements, in which success must depend on accurate information in regard to the surface-contour.

Tide-tables for the ensuing year have been prepared, and will be published as heretofore.

Respectfully submitted.

BENJAMIN PEIRCE,
Superintendent United States Coast Survey.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

REPORT OF THE LIGHT-HOUSE BOARD.

LIGHT-HOUSE BOARD OF THE UNITED STATES.

(Organized in conformity to the act of Congress approved August 31, 1852.)

LIST OF MEMBERS.

Hon. GEORGE S. BOUTWELL, *Secretary of the Treasury, ex-officio President.*
Professor JOSEPH HENRY, LL.D., *Secretary Smithsonian Institution.*
Brevet Major-General A. A. HUMPHREYS, *Chief of Engineers, United States Army.*
Brevet Major-General J. G. BARNARD, *Colonel of Engineers, United States Army.*
Professor B. PEIRCE, LL.D., *Superintendent Coast Survey.*
Rear-Admiral T. BAILEY, *United States Navy.*
Rear-Admiral HENRY WATKES, *United States Navy.*
Rear-Admiral CHARLES S. BOGGS, *United States Navy.*
Major GEORGE H. ELLIOT, *Corps of Engineers, United States Army.*

CHAIRMEN OF COMMITTEES.

Finance—General HUMPHREYS.
Engineering—General BARNARD.
Experiments—Professor HENRY.

Lighting—Professor PEIRCE.
Floating Aids—Rear-Admiral BAILEY.

The Chairman and Secretaries are *ex-officio* members of all committees.

MEMBERS OF THE BOARD EMPLOYED IN THE OFFICE.

Professor JOSEPH HENRY, *Chairman.*
Rear-Admiral CHARLES S. BOGGS, *United States Navy, Naval Secretary.*
Major GEORGE H. ELLIOT, *Corps of Engineers, United States Army, Engineer Secretary.*

CLERKS.

ARNOLD B. JOHNSON, *Chief Clerk.*

WM. D. O'CONNOR.
BRUCE SMALL.
Mrs. E. J. BEARE.

FRANK BAKER.
ALBERT H. SAWYER.
SAMUEL STONE.

PAUL J. PELZ, *Chief Draughtsman.*

CLERKS TEMPORARILY DETAILED FROM OTHER OFFICES.

H. C. JOHANNES.
E. P. RANKIN.
Miss MAY E. COLE.

Z. B. BROOKE.
HENRY KALLUSSOWSKI.

REPORT

OF

THE UNITED STATES LIGHT-HOUSE BOARD.

TREASURY DEPARTMENT,
Office of the Light-House Board, August 31, 1872.

Hon. GEORGE S. BOUTWELL, *Secretary of the Treasury:*

SIR : The following report of the operations of this Board during the last year is respectfully submitted :

There are now in the Light-House Establishment of the United States :

ON THE ATLANTIC COAST.

Sea-coast lights	61
Harbor and river lights.....	262
Light-ships	21
Fog-signals, operated by steam or hot-air engines	17
Day or unlighted beacons	284
Buoys actually in position.....	2,262

ON THE COAST OF THE GULF OF MEXICO.

Sea-coast lights	18
Harbor and river lights.....	31
Light-ships	1
Fog-signals, operated by steam or hot-air engines	3
Day or unlighted beacons.....	68
Buoys actually in position.....	205

ON THE PACIFIC COAST.

Sea-coast lights	18
Harbor and river lights.....	7
Light-ships	none
Fog-signals, operated by steam or hot-air engines	7
Day or unlighted beacons	1
Buoys actually in position.....	81

ON THE NORTHERN AND NORTHWESTERN LAKES.

Lake-coast lights.....	82
Harbor and river lights.....	94
Light-ships	none
Fog-signals, operated by steam or hot-air engines	7
Day or unlighted beacons.....	1
Buoys actually in position	214

TOTALS FOR THE ENTIRE ESTABLISHMENT.

Sea and lake-coast lights	179
Harbor and river lights.....	394
	—
Total light-houses	573
	==
Light-ships	22
Fog-signals, operated by steam or hot-air engines	31
Day or unlighted beacons.....	354
Buoys actually in position.....	2,762

The number of light-keepers now in service is 809.

It has been the endeavor of the Board to conduct the administration of the establishment at all times with the most rigid regard to true economy and efficiency, holding officers and light-keepers to the strictest personal responsibility in the performance of duty; making frequent supervisory visits to, and examination of, works of construction and repair, and requiring inspections and reports, at short intervals of all existing light-houses, light-ships fog-signals, beacons, and buoys in position. The light-houses and light-ships (so far as the exhibition of efficient lights is concerned) are, it is believed, equal to any in the world, and those beacons and buoys actually in position are efficient day-marks to guide clear of the obstructions for which they were established.

The detailed statements under the heads of the twelve geographical districts into which the United States Light-House Establishment is divided, based mainly upon the annual reports of the engineers and inspectors, embrace the work which has been done since the last annual report, the works now in progress, those for which there are existing appropriations, (but which are not yet executed,) and those for which appropriations for their early erection are recommended to Congress.

It will be seen that while the lights and other aids are in a condition of efficiency, so far as they are required to meet the wants of the mariner, there are many stations at which reconstructions and renovations are greatly needed. The necessity for these arises from the natural decay of old buildings, some of them dating back into colonial days, and the erosion of sites, so greatly exposed to the action of storms, winds, and heavy seas, as are most of the light and beacon stations, during the equinoctial and winter seasons.

The new lights recommended for appropriations were, many of them, recommended in our last annual report and in the reports of preceding years; and it will be observed that of the eight new sea-coast lights recommended, four are north of Cape Hatteras, viz: two at Cape Elizabeth, coast of Maine, (reconstruction—built in 1828;) one at Monomoy Point, coast of Massachusetts, (a very important light for the immense commerce which passes through Vineyard Sound,) and one at a point midway between Cape Henry and Body's Island, coast of North Carolina. During the last year an important step has been taken in lighting the previously unlighted coast of eighty miles between Capes Charles and Hatteras, by the construction of the light-house at Body's Island, and there remains forty miles of this dangerous coast yet unlighted.

The necessity of a light-house at the third point mentioned will be manifest by referring to the remarks under the head of *Body's Island*, in the fifth district, where it will be seen that in the thirteen months during which that light-house has been under construction, the loss of property by wrecks in the vicinity has been more than \$130,000, or

more than the cost of the light-house. The great number of wrecks occurring along this dangerous part of our coast, owing to the peculiar currents which set against it, has for many years attracted attention, and there should be no delay in completing its illumination.

On the completion of the light-house recommended to be placed between Cape Henry and Body's Island, there will be no unlighted space on our Atlantic coast from the mouth of the river St. Croix, on our northern frontier, to Cape Hatteras.

South of this cape the board have estimated for four primary or sea-coast lights, viz: at Morris Island, coast of North Carolina; at Tybee Island, coast of Georgia; at Mosquito Inlet, coast of Florida, and on the "Fowey Rocks," one of the great reefs off the coast of Florida. Also for the completion of six others now under construction at the following points, viz: Hunting Island, coast of South Carolina; Alligator Reef, one of the Florida reefs; Saint Augustine, coast of Florida; Trinity Shoal and Timbalier, Gulf of Mexico, and Matagorda Island, coast of Texas.

The southern portions of our sea-coast are not so thickly inhabited as the northern, and the lights are not therefore of so much benefit for local commercial purposes; but it must be remembered that our great sea-coast lights everywhere, are for the benefit of the commerce of all sections and all countries. The commerce between the great commercial centers and the West Indies, South America, the Gulf of Mexico and California, passing along our southern coast is immense, and no part of our sea-coast is more dangerous to lives and treasure, on account of the great shoals and reefs which extend to long distances into the ocean. The other lights recommended in the report are for our harbors and for the northern and northwestern lakes, and are made necessary by the increasing wants of commerce.

You will observe that for several of our light-stations the board have recommended the erection of powerful fog-signals. The great loss of life and property through shipwrecks and collisions, caused by vessels getting out of their courses in foggy and thick weather, is attracting attention throughout the world, and the board is not only placing as many of these most useful aids to navigation as its appropriations will allow, but it is experimenting, with a view of obtaining more powerful machines, which can be heard with certainty above the noise of the surf and the storm. The problem is one of much more difficulty than the lighting of our coasts, and it is attracting the attention of light-house engineers abroad as well as in this country; but it is believed that our present signals—the trumpet, the whistle, and the syren—all operated by steam or hot-air engines, though not as powerful as are desired, are by far the best in the world.

There is a small estimate for a light and fog-signal at the mouth of the river Columbia, Oregon, which the board deems of importance, and to which it desires to call the attention of Congress. The trade into the River Columbia is rapidly increasing, and the entrance is unusually dangerous, on account of its very bad bar, and the dense fogs which envelope it at almost all seasons of the year.

The south channel, which is now almost exclusively used, has no aid to navigation whatever, except its buoys and the light at Cape Disappointment, which are of no assistance in foggy weather.

At the last session of Congress the following provisions of law were made, which have very greatly assisted the board in the construction of its works, viz:

• • • • •

Appropriations for light-house purposes shall be available for expenditure for two years after acts of legislatures ceding jurisdiction over sites: *Provided, however*. That this section shall not apply to any general appropriations for light-house purposes: *And provided further*, That in no case shall any special appropriation be available for more than two years without further provision of law; and the unexpended balances of appropriations for special works under the Light-House Board made by the act approved March third, eighteen hundred and seventy-one, entitled "An act making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and seventy-two, and for other purposes," are hereby re-appropriated for the purposes therein specified:

Provided, That all appropriations for public buildings under the Treasury Department shall hereafter be available immediately upon the approval of the acts containing such appropriations.

Under the law which required appropriations to be limited to one year, and that all balances were then to revert to the surplus fund, it was found almost impossible to carry on our works satisfactorily and economically.

Light-house works of construction cannot be carried on safely and with economy north of Chesapeake Bay during the winter months, nor on the southern coast during the months when epidemics almost always prevail, more or less severely. Besides these drawbacks and difficulties, these works, from their greatly exposed positions on the sea or lake coast, require not only to be built of the best and most durable materials that can be procured, but those materials ought not to be put together too hurriedly; and hence, as a rule, the large and expensive structures require a much longer time than one year to commence and complete them properly, and with this view it is earnestly recommended that *all light-house appropriations for special works shall in future laws be made available for two years after acts of appropriation and cessions of jurisdiction by the States, provided that no appropriation shall be available for more than two years.*

In regard to the general estimates for repairs of light-houses, for supplies (including oil, &c.) for light-ships, and for buoys, the board has to say that it has always been the custom of this office, in preparing the annual estimates for supporting the existing and authorized aids to navigation, and the construction of new ones, to make as close a calculation of items, quantities, and prices as the information at hand would allow, and to endeavor to so manage the disbursements as at all times to have ample funds available to supply any losses and repair any damage, however serious, to which this service is so peculiarly liable during the winter months.

For *repairs and incidental expenses of light-houses* we have estimated the same amount (\$225,000) as was estimated last year. Congress failed to appropriate the whole amount of this estimate by \$25,000, and, in consequence, many of our old light-houses and sites were not repaired and protected as was required by economical considerations, and the cost this year for the same will be enhanced.

For *expenses of fog-signals* we have estimated the same amount as last year, viz, \$50,000.

For the *salaries of light-keepers* the estimate is \$535,800, and the increase is owing to the increase in the number of light-keepers authorized by the appropriations for new lights. There are in actual employment and required for new lights appropriated for, 893 light-keepers, and the average pay authorized by law is \$600 per annum.

For *supplies of light-houses* the estimate is \$360,837, and the increase is due, as above, to the increased number of lights authorized by law.

For the *expenses of light-ships* the estimate is \$217,732 50; and the

decrease is owing to the substitution during the last year of screw-pile light-houses for light-ships in two instances, and of shore range-lights for a light-ship in the remaining case.

For *expenses of buoyage* our estimate is \$300,000, and the increase is due to the increased demand for these aids to navigation, the decay of those in use, and losses by ice and storm.

The application, by your direction, of the new rules of the civil service to the Light-House Establishment will greatly increase its efficiency.

The board is of the opinion that of all the branches of the civil service of the Government, there is none in which it is more important to have men of ability, integrity, and experience.

We have, as we have stated, about eight hundred principal and assistant light-keepers distributed among our five hundred and ninety-five light-houses and light-ships, and the number is increasing from year to year as new light-houses are constructed.

These keepers are scattered along our coasts, many of them in exposed positions, of which examples are our rock light-houses, such as Minot's Ledge, off the coast of Massachusetts, and the reef light-houses off the Florida coast. Many of them, especially those on the capes of our Pacific coast, are hundreds of miles away from civilization, and the supervising officers can inspect them only at long intervals. Theirs is a life of exposure and hardship, and they should be strong and able-bodied. They should be honest, for they have charge of, in the aggregate, a large amount of Government property. They should have sufficient intelligence and skill to manage our delicate and costly lenses and the machinery connected therewith, as well as the steam machinery of our fog-signals. At many of our distant stations, if, through the carelessness or incapacity of a keeper, these are disarranged, the light may not be exhibited or the signal sounded for weeks before repairs can be made, and commerce can have that security which should be assured to it. On the intelligence, fidelity, and experience of the keepers depend the thousands of lives and millions of property which are nightly approaching, leaving, or sailing along our eight thousand miles of sea, gulf, and lake coasts.

In the light-house service of other countries which have the same excellent system of illumination as our own, (the Fresnel,) the keepers when appointed are young men who have been required to pass medical and intellectual examinations, and they remain in service during good behavior. In Great Britain their moral characters must be vouched for by the clergymen of their parishes. There is promotion for merit, and when superannuated they are pensioned.

Previous to your administration political considerations governed, in a great measure, the appointment and discharge of keepers, and even up to this time it has been found impossible to eradicate all the evils of this custom.

While it cannot be expected to introduce at once all the reforms which would place our light-house service, as far as the character of the keepers is concerned, in as high a condition as those of some other countries, it is to be hoped that, while the nomination (which is now a virtual appointment) is not removed from the collector of customs, to whom it is now confided, so much of reform may be continued as will require that every applicant shall pass a competitive examination before a board composed of experienced officers of the light-house service, before appointment, and that, when once in service, the commerce of the country may have the benefit of his experience and his ambition to

do well, which will result when he finds that he has hope of promotion, and that he will be subject to discharge only for dereliction of duty.

During the last year the following changes have occurred in the board :

Rear-Admirals Shubrick and Stribling, both long connected with the board, (the former having been its chairman from its establishment in 1852, and the latter a member since 1866,) having retired, were succeeded by Rear-Admirals Bailey and Walke, and Professor Henry was elected chairman.

Rear-Admiral Jenkins, a member and naval secretary of the board since its establishment, (except for a few years during the war,) and to whom the present efficiency of the light-house service is in a very great degree due, retired from the board in February last, having been ordered to the command of the Asiatic fleet, and was succeeded by Rear-Admiral Boggs. The other members of the board (viz, Professor Henry, General Humphreys, General Barnard, Professor Peirce, and Major Elliot, engineer secretary,) remain as at the date of the last annual report.

Lieutenant-Colonel Williamson, of the Corps of Engineers of the Army, for many years light-house engineer on the coast of California, and one of the board's most zealous and efficient officers, was relieved from light-house duty in May last, on account of ill-health, having been granted leave of absence in Europe by the War Department.

The board has to deplore the loss by death of one of its officers during the last year, Commodore Macomb, inspector of lights in the fourth district, who died at Philadelphia on the 15th of the present month.

While the board recognizes the great value of most of the officers who have been detailed by the War and Navy Departments to report to you for duty under its direction, it is due to the memory of the late Commodore Macomb to bear witness to the ability which he always displayed in the discharge of his duties and in his intercourse with this office.

FIRST DISTRICT.

The first district extends from the northeastern boundary of the United States (Maine) to, and including, Hampton Harbor, New Hampshire, and includes all the aids to navigation on the coasts of Maine and New Hampshire.

Inspector.—Commander A. E. K. Benham, United States Navy, until December 17, 1871; Commander Thomas O. Selfridge, United States Navy, present inspector.

Engineer.—Lieutenant-Colonel J. C. Duane, Corps of Engineers, brevet brigadier-general, United States Army.

In this district there are :

Light-houses and lighted beacons	49
Light-ships	none
Fog-signals operated by steam or hot-air engines	8
Day or unlighted beacons	51
Buoys actually in position	351
Spare buoys, for relief and to supply losses	322
Tender (steam) Myrtle, for engineer's construction and repairs, (used also in second district;) launch Mary	2
Tender (steamer) Iris, buoy-tender	1
Tender (sail) repair-schooner Wave	1

The following numbers, which precede the names of stations, correspond with those of the Light-house List of the Atlantic, Gulf, and Pacific Coasts of the United States, issued January 1, 1872.

3. *Little River, west side of entrance to harbor of Little River, Maine.*—A fog-bell tower has been erected, and a fog-bell operated by Stevens's striking apparatus has been placed at this station.

6. *Nash's Island, off the mouth of Pleasant River, Maine.*—There is required at this station a new lantern, deck, and parapet, also repairs on tower.

——. *Burntcoat Harbor, Swan's Island, coast of Maine.*—Two range-lights have been erected at this important harbor of refuge during the year, and have been lighted.

25. *White Head, Penobscot Bay, Maine.*—Extensive repairs of the keeper's dwelling have been made, a fog signal-house 24 feet by 23 feet, of stone, has been erected, a pier or wharf of stone 45 feet by 25 feet by 23 feet high, with a wheeling stage connecting it with the coal-shed, have been built.

34. *Manheigan Island, Manheigan Island, Maine.*—A steam fog-whistle has been established at this station in place of a Daboll trumpet, which has been removed to Portland Head.

40. *Seguin, on Seguin Island, off the mouth of river Kennebec, Maine.*—The upper part of the tower at this station leaks badly. The stone parapet should be replaced by one of iron. There will be required an iron parapet, deck, and lantern-base.

41. *Half-Way Rock, near Portland, Maine.*—This station was lighted for the first time on the 15th of August, 1871. A boat-slip and masonry boat-house have been built.

42. *Cape Elizabeth, near Portland, Maine.*—These towers were built of rubble-stone in 1828, and are now in such condition that it has become necessary to rebuild them. An estimate is submitted for the erection of two new towers.

44. *Portland Head, near entrance to Portland Harbor, Maine.*—The Daboll trumpet, which was removed from Manheigan, has been established at this station.

49. *Whale's Back, near Portsmouth, New Hampshire.*—A new tower has been erected at this station, and the light is now exhibited from it.

50. *Portsmouth Harbor, New Hampshire.*—The old dwelling has been taken down and a new one erected on the same foundation.

REPAIRS.

At each of the following-named light-stations in the first district there have been repairs and renovations more or less extensive during the year:

1. *St. Croix, on Dohet's Island, river St. Croix, Maine.*
2. *West Quoddy Head, west entrance to Passamaquoddy Bay, Maine.*
3. *Little River, west side of entrance to harbor of Little River, Maine.*
4. *Libby Island, entrance to Machias Bay, Maine.*
5. *Moose Peak, on Moose Peak Head, Maine.*
6. *Nash's Island, west end of Moose Peak Reach, Maine.*
7. *Narraguagus, entrance to Narraguagus Bay, Maine.*
8. *Petit Menan, on Petit Menan Island, Maine.*
9. *Prospect Harbor, east side of entrance to Prospect Harbor, Maine.*
12. *Winter Harbor, west side of Winter Harbor, Maine.*
13. *Mount Desert, on Mount Desert Rock, Maine.*
14. *Baker's Island, southwest side of entrance to Frenchman's Bay, Maine.*
15. *Bear Island, east side of entrance to Northeast Harbor, Maine.*
16. *Bass Harbor Head, east side of entrance to Bass Harbor, Maine.*

17. *Eggemoggin*, near east end of Eggemoggin Reach, Maine.
 18. *Saddleback Ledge*, in Isle-au-Haut Bay, Maine.
 19. *Heron Neck*, west entrance to Carver's Harbor, Maine.
 20. *Deer Island*, west entrance to Thoroughfare, Maine.
 21. *Eagle Island Point*, west side of Isle-au-Haut Bay, Maine.
 22. *Pumpkin Island*, west entrance to Eggemoggin Reach, Maine.
 23. *Matinicus Rock*, off Penobscot Bay, Maine.
 26. *Owl's Head*, west side of Muscle Ridge Channel, Penobscot Bay, Maine.
 27. *Brown's Head*, south side of west entrance to Fox Island Thoroughfare, Maine.
 28. *Negro Island*, south side of entrance to Camden Harbor, Maine.
 29. *Grindel's Point*, north side of entrance to Gilkey's Harbor, Maine.
 30. *Dice's Head*, north side of entrance to Castine Harbor, Maine.
 31. *Fort Point*, west side of entrance to Penobscot Bay, Maine.
 32. *Tenant's Harbor*, south side of entrance to Tenant's Harbor, Maine.
 33. *Marshall's Point*, east entrance to Herring Gut Harbor, Maine.
 34. *Manheigan Island*, off George's Islands, Maine.
 35. *Franklin Island*, on east side of west entrance to George's River, Maine.
 36. *Pemaquid Point*, on Pemaquid Point, Maine.
 37. *Burnt Island*, west side of entrance to Townsend Harbor, Maine.
 38. *Hendrick's Head*, east side of entrance to Sheepscot River, Maine.
 39. *Pond Island*, west side of entrance to River Kennebec, Maine.
 40. *Seguin*, off River Kennebec, Maine.
 42. *Cape Elizabeth*, on southwest side of Casco Bay, Maine.
 44. *Portland Head*, on southwest side of entrance to Portland Harbor, Maine.
 45. *Portland Breakwater*, on outer end of breakwater, Portland Harbor, Maine.
 46. *Wood Island*, west side of entrance to River Saco, Maine.
 47. *Goat Island*, east side of entrance to Cape Porpoise Harbor, Maine.
 48. *Boone Island*, off York Harbor, Maine.
 51. *Isle of Shoals*, on White Island, off Portsmouth, New Hampshire.
- The following named light-stations in the first district require repairs to be made during the current and ensuing year :
3. *Little River*, west side of entrance to Harbor of Little River, Maine.
 6. *Nash's Island*, off the mouth of Pleasant River, Maine.
 18. *Deer Island Thoroughfare*, on Mark Island, western entrance of Deer Island Thoroughfare, Maine.
 33. *Franklin Island*, on east side of western entrance to George's River, Maine.
 40. *Cape Elizabeth*, on southwest side of Casco Bay, Maine.

LIGHT-SHIPS.

There are no light-ships in this district.

FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

- West Quoddy*.—Ten-inch steam-whistle, in good condition.
Petit Menan.—Ten-inch steam-whistle, in good condition.
Matinicus.—Ten-inch steam-whistle, in good condition.
White Head.—Ten-inch steam-whistle, in good condition.
Manheigan.—Six-inch steam-whistle, in good condition.

Seguin.—Ten-inch steam-whistle, in good condition.

Cape Elizabeth.—Ten-inch steam-whistle, in good condition.

Portland Head.—Daboll air-trumpet, in good condition.

DAY, OR UNLIGHTED BEACONS.

Names and positions of the day, or unlighted beacons, in the first district:

Jerry's Point, Portsmouth Harbor, New Hampshire.

South Beacon, Portsmouth Harbor, New Hampshire.—Stone beacon, in good condition.

North Beacon, Portsmouth Harbor, New Hampshire.—Wooden mast, in good condition.

Willey's Ledge, Portsmouth Harbor, New Hampshire.—Iron spindle, in good condition.

York Ledge, off river York, Maine.—Iron spindle, in good condition.

Fishing Rocks, Kennebunkport, Maine.—Iron spindle, broken off, spar-buoy substituted.

Stage Island Monument, entrance to river Saco, Maine.—Stone tower, 40 feet high, in good condition.

Sharp's Rocks, entrance to river Saco, Maine.—Iron socket and wooden shaft, socket broken off, spar-buoy substituted.

Back Cove Beacon, Portland Harbor, Maine.—Pile-beacon, in good condition.

White Head Ledge, in White Head passage to Portland Harbor, Maine.—Iron spindle, slightly bent, in good condition otherwise.

Trott's Rock, in White Head passage, Maine.—Iron spindle, broken off within a few feet of the ledge.

Mark Island Monument, Casco Bay, Maine.—Stone tower, 50 feet high, in good condition.

Black-Jack Rock, river Kennebec, Maine.—Iron socket, wooden shaft, socket broken.

Seal Rock, river Kennebec, Maine.—Iron spindle, copper cylinder, in good condition.

Lee's Rock, river Kennebec, Maine.—Iron socket, wooden shaft, socket broken, spar-buoy substituted.

Ram Island Ledge, river Kennebec, Maine.—Iron socket, wooden shaft, in good condition.

Winslow's Rocks, river Kennebec, Maine.—Iron socket, wooden shaft, socket broken off, spar-buoy substituted.

Ames' Ledge, river Kennebec, Maine.—Iron socket, wooden shaft, in good condition.

Beef Rock, river Kennebec, Maine.—Iron socket, wooden shaft, in good condition.

Lime Rock, Back River, Maine.—Iron socket, wooden shaft, in good condition.

Carleton's Ledge, Back River, Maine.—Iron socket, wooden shaft, in good condition.

Clough's Rock, river Sheepscot, Maine.—Iron socket, wooden shaft, in good condition.

Merrill's Ledge, river Sheepscot, Maine.—Iron socket, wooden shaft, in good condition.

Yellow Ledges, Penobscot Bay, Maine.—Iron shaft, copper cylinder, in good condition.

Garden Island Ledge, Penobscot Bay, Maine.—Iron shaft, copper cylinder.

der, and one ball. Shaft good, lower part of cylinder partially broken away, and ball gone.

Otter Island Ledge, Penobscot Bay, Maine.—Iron shaft, copper cylinder, and two balls. Shaft bent, lower part of cylinder partially broken away, and one ball gone.

Ash Island Point, Penobscot Bay, Maine.—Iron socket, wooden shaft. in good condition.

Dodge's Point Ledge, Penobscot Bay, Maine.—Wooden shaft attached to stump of iron spindle, in good condition.

Pottersfield Ledge, Penobscot Bay, Maine.—Stone beacon, in good condition.

Lowell's Rock, Penobscot Bay, Maine.—Iron spindle and cage, in good condition.

Seals' Ledge, Penobscot Bay, Maine.—Iron spindle and cage, in good condition.

Harbor Ledge, Penobscot Bay, Maine.—Stone beacon, in good condition.

Shipyards Ledge, Penobscot Bay, Maine.—Iron spindle, broken off, not necessary.

Fiddler's Ledge, Penobscot Bay, Maine.—Stone beacon. Two or three stones of the upper course are out of place; otherwise in good condition.

North Point of Northeast Ledge, Camden Harbor, Maine.—Iron spindle. in good condition.

Morse's Point Ledge, Camden Harbor, Maine.—Iron spindle, in good condition.

Hosmer's Ledge, Castine Harbor, Maine.—Stone monument, in good condition.

Steel's Ledge, Belfast Harbor, Maine.—Stone beacon, in good condition.

Fort Point Ledge, river Penobscot, Maine.—Stone beacon, in good condition.

Odom's Ledge, river Penobscot, Maine.—Stone beacon, in good condition.

Buck's Ledge, river Penobscot, Maine.—Iron beacon, in good condition.

Centre Harbor Ledge, Edgemoggin Reach, Maine.—Iron socket, wooden shaft, in good condition.

Ship and Barges, Blue Hill Bay, Maine.—Iron socket, wooden shaft. in good condition.

Bunker's Ledge, Mount Desert, Maine.—Stone beacon, in good condition.

Half-Tide Ledge, Narraguagus Harbor, Maine.—Iron socket, wooden shaft, in good condition.

Norton's Reef, Pleasant River, Maine.—Iron tripod, shaft, and ball, in good condition.

Snow's Rock, Moosepeak Reach, Maine.—Iron socket, wooden shaft, in good condition.

Gilchrist's Rock, Moosepeak Reach, Maine.—Iron shaft and ball, in good condition.

Moose Rock, Moosepeak Reach, Maine.—Iron tripod, in good condition.

Western Bar, Lubec Narrows, Maine.—Wooden crib filled with stone. in good condition.

The Ledge, river Saint Croix, Maine.—Wooden crib filled with stone. in good condition.

DEPOT.

A wharf at the light house depot at House Island, Portland Harbor, Maine, has been built during the year. Experiments with, and tests of steam and air fog-signals have been made at this depot since the last annual report, and are now in progress. Two steam fog-signals have been sent to the eighth light-house district, and a duplicate machine has been sent to Boston light-station, second district.

SECOND DISTRICT.

The second district extends from Hampton Harbor, New Hampshire, to include Gooseberry Point, entrance to Buzzard's Bay, and embraces all the aids to navigation on the coast of Massachusetts.

Inspector.—John G. Walker, United States Navy, until May 1, 1872; Commander George H. Perkins, United States Navy, present inspector.

Engineer.—Lieutenant-Colonel J. C. Duane, Corps of Engineers, brevet brigadier-general, United States Army.

In this district there are:

Light-houses and lighted beacons.....	56
Light-ships, (in position)	8
Light-ships, (for relief)	2
Fog-signals operated by steam or hot-air engines.....	2
Day or unlighted beacons.....	49
Buoys actually in position.....	506
Spare buoys for relief and to supply losses.....	375
Tender (steam) Verbena.....	1
Tender (sail) Florida.....	1

The numbers preceding the names of stations correspond with those of the "Light-House List of the Atlantic, Gulf, and Pacific Coasts of the United States," issued January 1, 1872.

52. *Newburyport, Massachusetts.*—A frame dwelling for the keeper has been erected.

— *Newburyport range-lights.*—Negotiations are in progress for obtaining titles to the range-light sites in this harbor, and as soon as obtained the work of erecting suitable buildings will be commenced.

58. *Cape Ann, Thatcher's Island, Massachusetts.*—As there are now five keepers for the two lights and steam fog-signals at this station and but two dwelling-houses, a new dwelling for the principal keeper is required.

64. *Hospital Point, Salem Harbor, Massachusetts.*—A wooden dwelling for the keeper and a brick tower have been erected. The light, which has been exhibited from a temporary building, has been removed to, and is now established on, the new tower.

65. *Fort Pickering, Salem Harbor, Massachusetts.*—A wooden dwelling for the keeper and a concrete and iron tower have been erected. The light, which has been exhibited from a temporary structure, has been removed to, and is now established on, the new tower.

66. *Derby Wharf, Salem Harbor, Massachusetts.*—A permanent building of brick has been erected, and the light, which was exhibited from an old building near by, has been removed to it.

70. *Boston, Massachusetts.*—A Daboll fog-trumpet has been established at this station, and a duplicate machine furnished.

75. *Duxbury Pier, Plymouth Harbor, Massachusetts.*—This light-house was completed last season, and the light first exhibited September 15, 1871.

— *Wood End, Cape Cod, Massachusetts.*—Preparations are being made for the erection of a light-house at this place.

82. *Nanset Beach, Cape Cod, Massachusetts.*—The dwelling-house should be enlarged, or a small cottage built for the accommodation of the assistant keeper, as the building now occupied is entirely too small.

88. *Monomoy Point, Cape Cod, Massachusetts.*—The last annual report of the Light-House Board contains the following statement in relation to increasing the efficiency of this light:

Monomoy Point.—The light at this station, which is of the fourth order, on a tower about 40 feet high, was originally intended as a guide to *Old Stage Harbor*. The harbor has been filled with sand, and cannot now be entered, and the light is therefore of further use for that purpose. But, inasmuch as nearly all vessels (both steamers and sailing) plying between New York and the eastern ports pass this point, and have no other guide than the light-ships, which cannot be seen a sufficient distance, it is considered a matter of the greatest importance that this light should be replaced by one of sufficient power to guide vessels safely through this intricate passage. For this purpose, there is recommended a second-order fixed light, varied by red flashes, for which an estimate is submitted.

— *Point Gammon, near Hyannis, Massachusetts.*—This old light-house site has been disposed of at public sale.

91. *Nantucket, Island of Nantucket, Massachusetts.*—The beacon has been removed to the new site, and a keeper's dwelling erected.

106. *Holmes's Hole, Inner Harbor, Massachusetts.*—The lantern has been taken off and stored at the Wood's Hole Depot, and the land and buildings disposed of at public sale.

— *Holmes's Hole, (East Chop,) Massachusetts.*—A private light-station near Holmes's Hole, Vineyard Sound. Three 21-inch reflectors have been loaned to the keeper.

REPAIRS.

At each of the following-named stations, in the second district, there have been repairs more or less extensive during the last year:

54. *Ipswich*, entrance to Ipswich Harbor, Massachusetts.
56. *Annisquam*, entrance to Ipswich Harbor, Massachusetts.
57. *Straitsmouth*, Straitsmouth Island, Massachusetts.
58. *Cape Ann*, Massachusetts.
60. *Eastern Point*, Gloucester Harbor, Massachusetts.
61. *Ten-Pound Island*, Gloucester Harbor, Massachusetts.
62. *Baker's Island*, Salem Harbor, Massachusetts.
67. *Marblehead*, Marblehead Harbor, Massachusetts.
68. *Egg Rock*, off Nahant, Massachusetts.
69. *Minot's Ledge*, Boston Bay, Massachusetts.
71. *Narrowcks*, Boston Harbor, Massachusetts.
72. *Long Island Head*, Boston Harbor, Massachusetts.
73. *Plymouth*, Plymouth Harbor, Massachusetts.
76. *Race Point*, Cape Cod, Massachusetts.
77. *Long Point*, Cape Cod, Massachusetts.
78. *Mayo's Beach*, Wellfleet Bay, Massachusetts.
79. *Billingsgate*, Wellfleet Harbor, Massachusetts.
80. *Sandy Neck*, Barnstable Bay, Massachusetts.
81. *Cape Cod*, (Highlands Truro) Massachusetts.
- 82, 83, 84. *Nauset Beach*, (beacons,) Cape Cod, Massachusetts.
- 85, 86. *Chatham*, Cape Cod, Massachusetts.
87. *Pollock Rip*, light-ship, Massachusetts.
88. *Monomoy Point*, Cape Cod, Massachusetts.
89. *Shoreful Shoals*, light-ship, Massachusetts.
90. *Handkerchief*, light-ship, Massachusetts.
91. *Nantucket*, (Great Point,) Massachusetts.
92. *Sankaty Head*, Nantucket, Massachusetts.

93. *Nantucket*, South Shoal, light-ship, Massachusetts.
94. *Gay Head*, Martha's Vineyard, Massachusetts.
95. *Brant Point*, Nantucket Harbor, Massachusetts.
96. *Nantucket*, range-beacon, Massachusetts.
97. *Nantucket*, cliff, range beacon, (front,) Massachusetts.
98. *Nantucket*, range-beacon, (rear) Massachusetts.
99. *Bass River*, Vineyard Sound, Massachusetts.
100. *Bishop and Clerk's*, Vineyard Sound, Massachusetts.
101. *Hyannis*, Hyannis Harbor, Massachusetts.
102. *Cross Rip*, light-ship, Massachusetts.
103. *Cape Poge*, Martha's Vineyard, Massachusetts.
104. *Succonessett*, light-ship, Massachusetts.
105. *Edgartown*, Edgartown Harbor, Massachusetts.
106. *Holmes' Hole*, (west chop,) Vineyard Haven Harbor, Massachusetts.
107. *Nobsque Point*, Wood's Hole Harbor, Massachusetts.
108. *Tarpaulin Cove*, Naushon Island, Massachusetts.
109. *Vineyard Sound*, light-ship, (Sow and Pigs,) Massachusetts.
110. *Hen and Chickens*, Light-ship, Massachusetts.
111. *Cuttyhunk*, Buzzard's Bay, Massachusetts.
112. *Dumpling Rock*, Buzzard's Bay, Massachusetts.
113. *Clark's Point*, New Bedford Harbor, Massachusetts.
114. *Palmer's Island*, New Bedford Harbor, Massachusetts.
115. *Ned's Point*, Mattapoissett Harbor, Massachusetts.
116. *Bird Island*, Sippican Harbor, Massachusetts.
117. *Wing's Neck*, Buzzard's Bay, Massachusetts.

The following-named light-stations in the second district require repairs to be made during the current and ensuing year:

57. *Straitsmouth*, Straitsmouth Island, Massachusetts.
77. *Long Point*, Cape Cod, Massachusetts.
116. *Bird Island*, Sippican Harbor, Massachusetts.
111. *Cuttyhunk*, Buzzard's Bay, Massachusetts.
91. *Nantucket*, (Great Point,) Massachusetts.
88. *Monomoy Point*, Cape Cod, Massachusetts.
99. *Bass River*, Vineyard Sound, Massachusetts.
82. *Nauset Beach*, (beacons,) Cape Cod; Massachusetts.
86. *Chatham*, Cape Cod, Massachusetts.
105. *Edgartown*, Edgartown Harbor, Massachusetts.
103. *Cape Poge*, Martha's Vineyard, Massachusetts.
- *Wood End Bar*, Provincetown Harbor, Massachusetts.

LIGHT-SHIPS.

87. "*Pollock Rip*," off *Chatham*, Massachusetts.—This vessel was carried by the ice in March last among the breakers of Great Round Shoal, and was rescued with great difficulty by the tender *Verbena*, with the loss of her moorings. She was supplied with new moorings, and returned to her station within two days from the time she was carried away. The cost of repairs, new moorings, &c., was \$1,765.38.

89. "*Shovelful*," on *Shovelful Shoal*, off *Chatham*, Massachusetts.—This vessel parted her moorings on account of the ice on the 7th March, and was towed into Vineyard Sound by United States revenue steam-cutter *Mahoning*. She was supplied with new moorings and returned to her station on the 12th of the same month. Cost of repairs and fittings, including new moorings, was \$1,858.40.

90. "*Handkerchief*," on *Handkerchief Shoal*, in *Vineyard Sound*.—This vessel was taken to New Bedford on the 22d of June, and is now being thoroughly repaired, at an estimated cost of \$7,500.

93. "*Nantucket Shoals*," *New South Shoal*.—This vessel broke adrift in a severe gale on the 5th March, experienced much heavy weather, and was driven far to the southward, arrived at Tarpaulin Cove on the 16th, then was towed to New Bedford, and all damages made good—supplied with new moorings, and returned to her station on the 25th of the same month. The cost of all the repairs, including the new moorings, amounted to \$2,705.23.

102. "*Cross Rip*," off *Cross Rip Shoal*, in *Nantucket Sound*.—This vessel will soon require extensive repairs, and will be brought in for the purpose as soon as a relief light-vessel is available. Cost of repairs and fittings amounted, during the past year, to \$168.77.

104. "*Succonnessett*," between *Succonnessett* and *Eldridge Shoals*, *Nantucket Sound*.—This vessel was taken into port in December last, and her station temporarily supplied by the York Spit light-ship No. 24. After a careful examination, it was thought expedient to repair her, as her services were absolutely necessary, Congress having failed to pass the appropriation asked for at the last session for a new light-ship. She is now being thoroughly repaired, at an estimated cost of \$6,000.

109. "*Vineyard Sound*," (*Sow and Pigs*), on *Succonnessett Shoal*, *western entrance to Vineyard Sound*.—This vessel is in good order generally, but will require repairs during this fiscal year. Cost of repairs and fittings amounted, during the past year, to \$607.81.

110. "*Hen and Chickens*," *entrance to Buzzard's Bay*.—This vessel is in good condition, and will require a new foremast before the winter sets in. Cost of repairs and fittings during the past year was \$337.12.

Relief No. 9.—This vessel has had her upper works recalked; is now in excellent order; at present she is on the *Handkerchief Shoal*. Expenses of repairs and outfits for the last year, \$532.90.

Relief No. 29.—This vessel was repaired and put in good order last autumn, at cost of \$2,658.57, and is now on the *Succonnessett Shoal*.

FOG-SIGNALS OPERATED BY STEAM OR HOT AIR ENGINES.

Cape Ann, Massachusetts.—A steam fog-whistle.

Boston, Massachusetts.—An air-trumpet.

DAY OR UNLIGHTED BEACONS.

Names and positions of the day or unlighted beacons in the second district:

No. 1. *Old Cock*, *Buzzard's Bay*, *Massachusetts*.—Iron spindle 36 feet high, with cage at top.

No. 2. *Egg Island*, *Buzzard's Bay*, *Massachusetts*.—Granite cone, with iron spindle and vane at top.

No. 3. *Range Beacon*, *Fairhaven*, *Fort Point*, *Massachusetts*.—Iron triangular pyramid 40 feet high.

No. 4. *Cormorant Rocks*, *south side of northeast entrance to Mattapoisett Harbor*, *Buzzard's Bay*, *Massachusetts*.—Iron spindle, cage at top.

No. 5. *Lone Rocks*, *northeast entrance to Wood's Hole*, *Massachusetts*.—Iron spindle, cage at top.

No. 6. *Collier's Lodge*, *entrance to Centreville Harbor*, *Vineyard Sound*, *Massachusetts*.—Granite base, iron spindle, ball, and vane.

No. 7. *Great Rock*, *west of Point Gammon*, *Vineyard Sound*, *Massachusetts*.—Iron spindle, cage at top.

No. 8. *Hyannis Breakwater, east end, Massachusetts.*—Wooden spindle, four arms, and cask at top.

No. 9. *Sunken Pier, northeast part of Bass River Bar, Massachusetts.*—Wooden spindle, cask at top.

No. 10. *Spindle Rock, entrance Edgartown Harbor, Massachusetts.*—Iron spindle, cask at top.

No. 11. *Billingsgate Shoal, Massachusetts.*—Old site, timber beacon, with masts and slats.

No. 12. *Egg-Island Rock, entrance Wellfleet Harbor, Massachusetts.*—Wooden spindle, cask at top.

No. 13. *Duxbury Beacon, Massachusetts.*—Square granite and granite post at top.

No. 14. *Breakwater Beacon, Massachusetts.*—Square granite, with wooden spindle and cage.

No. 15. *Hogshead Beacon, Massachusetts.*—Iron spindle, with arm, cask, and cage at top.

No. 16. *North Beacon, entrance Scituate Harbor, Massachusetts.*—Iron spindle, with two rounds.

No. 17. *South Beacon, entrance Scituate Harbor, Massachusetts.*—Iron spindle, with two lozenges.

No. 18. *Londoner, off Thatcher's Island, Cape Ann, Massachusetts.*—Iron spindle, with cage at top.

No. 19. *Point Alderton, Massachusetts.*—Square granite pyramid, with cone at top.

No. 20. *False Spit, Massachusetts.*—Granite base, with iron spindle and cage at top.

No. 21. *Spit Beacon, Massachusetts.*—Square granite pyramid.

No. 22. *Nix's Mate, Massachusetts.*—Square granite base, with octagonal pyramid.

No. 23. *Great Farm Bar, Massachusetts.*—Square granite base, and granite cone, with iron spindle and cage at top.

No. 24. *Deer Island Point, Massachusetts.*—Square granite pyramid.

No. 25. *Bird Island, southeast point of Bird Island, Massachusetts.*—Iron spindle, with cage at top.

No. 26. *Sunken Island, Massachusetts.*—Granite base, with wooden spindle and cage at top.

No. 27. *Pig Rock, Massachusetts.*—Granite pyramid, with wooden spindle and cage at top.

No. 28. *Half-tide Rock, Massachusetts.*—Wooden shaft, with cask at top.

No. 29. *Cat Island, Massachusetts.*—Wooden spindle.

No. 30. *Marblehead Rock, Massachusetts.*—Conical granite, with wooden spindle.

No. 31. *Little Aquavitæ, entrance to Salem Harbor, Massachusetts.*—Granite, with wooden spindle and cage at top.

No. 32. *Great Aquavitæ, entrance to Salem Harbor, Massachusetts.*—Granite, with wooden spindle and cage at top.

No. 33. *Hardy's Rock, Massachusetts.*—Wooden spindle, with two triangles at top.

No. 34. *Bowditch Beacon, Massachusetts.*—The angular pyramid of granite, with wooden spindle and cage at top. Fallen down; should be rebuilt.

No. 35. *Half-way Rock, Massachusetts.*—Granite beacon, in ruins.

No. 36. *Little Haste, Massachusetts.*—Wooden mast, cask at top.

No. 37. *Abbott's Monument, Massachusetts.*—Square granite, with wooden mast and cask at top.

No. 38. *Monument Bar, Massachusetts*.—Square wooden crib filled with stone, mast and cage at top.

No. 39. *Ram's Horn, Massachusetts*.—Square wooden crib filled with stone, wooden shaft at top.

No. 40. *Lobster Rocks, Beverly Harbor, Massachusetts*.—Stone, with wooden spindle.

No. 41. *Black Rock, Gloucester Harbor, Massachusetts*.—Iron spindle, with cage at top.

No. 42. *Harbor Rock, Gloucester Harbor, Massachusetts*.—Iron spindle, with ball and cage at top.

No. 43. *Five-Pound Island, Gloucester Harbor, Massachusetts*.—Granite base, with iron spindle and ball at top.

No. 44. *Lobster Rock, Annisquam, Massachusetts*.—Square granite beacon is being rebuilt.

No. 45. *Lane's Point, Massachusetts*.—Square wooden beacon.

No. 46. *Point Neck Rocks, Massachusetts*.—Iron spindle, with ball at top.

No. 47. *Black Rocks, Newburyport Harbor, Massachusetts*.—Iron spindle, with cask at top.

No. 48. *North Pier, Newburyport Harbor, Massachusetts*.—Wooden crib filled with stone.

No. 49. *South Pier, Newburyport Harbor, Massachusetts*.—Wooden crib filled with stone.

DEPOT.

At Wood's Hole depot some repairs required on the wharf have been made. An adjoining lot of land has been purchased, and a frame building which stands on this lot has been repaired, and is now occupied by the lampist.

TENDERS.

The *Verbena* (steam) proving insufficient for the buoy-service of the second district, the schooner *Florida* (captured during the war and turned over at New Orleans for light-house purposes) was sent to Boston. Very soon after her arrival she capsized in a heavy squall off Boston Bay and foundered, and, with her cargo of coal for the light-house in the vicinity, was a total loss. The crew were saved.

THIRD DISTRICT.

The third district extends from Gooseberry Point, Massachusetts, to include Squam Inlet, New Jersey, and embraces all the aids to navigation on the sea and sound coasts of Rhode Island, Connecticut, and New York; Narragansett and New York Bays; rivers Providence and Hudson, Whitehall Narrows, and Lake Champlain.

Inspector.—Commodore James H. Strong, United States Navy.

Engineer.—Colonel I. C. Woodruff, Corps of Engineers, brevet brigadier-general, United States Army.

In this district there are:

Light-houses and lighted beacons	125
Light-ships, (in position)	1
Light-ships, (for relief)	1
Fog-signals, operated by steam or hot-air engines	1
Day or unlighted beacons	4
Buoys actually in position	4
Spare buoys, (for relief and to supply losses)	4
Buoy-tenders (steam) Putnam, Cactus	2

Tender (steam) for engineer's constructions and repairs, Mistletoe	1
Launch (steam) for engineer's constructions and repairs, Rose	1
Supply-vessels (schooners) for supplying the light-houses of the Atlantic and Gulf coasts, Pharos and Guthrie	2

The numbers preceding the names of stations correspond with the Light-house List of the Atlantic, Gulf, and Pacific Coasts, and the Northern and Northwestern Lakes of the United States, issued January 1, 1872.

— *The Whale, Narragansett Bay, Rhode Island.*—This is a reef of rocks awash at all stages of tide, and a dangerous obstruction to navigation in the approach to the west channel of Narragansett Bay. This channel is habitually used by the daily line of Providence steamers which pass the locality during the night, carrying large numbers of passengers and valuable freights, and it is recommended that a light and fog-bell be erected on the ledge. The estimate of the engineer of the district for the structure is \$35,000, which is embraced in the estimates of the board.

119. *Beaver Tail, Rhode Island.*—The annual report of last year stated that a steam fog-signal (syren) would be erected at this station during the season. The examination of the locality for water for the use of the steam-engine proved entirely unfavorable, and sufficient water could not be collected from the roofs of the buildings and from the surface of the ground into cisterns, except at great expense. It was, therefore, decided to retain the character of the present signal, an air-trumpet, operated by a hot-air engine, but to increase very materially the power, by duplicating the engine and attaching a third reservoir to the apparatus, which it is believed will render the signal fully effective.

The housing, as well as the apparatus, is well advanced, and will be erected and put in operation as early as the middle of September.

— *Muscle Bed Beacon, Narragansett Bay, Rhode Island.*—In the annual report of last year it is stated as follows:

The construction of a light-house on Hog Island Reef has been petitioned for during several years past, but hitherto Congress has not granted an appropriation therefor. The erection of a portable light and a fog-bell on the existing stone-tower on the Muscle Bed, one-half mile distant, on the opposite side of the channel, at a cost of \$3,000, will, it is believed, obviate the necessity for this light-house, which would be a very expensive structure.

The steamboat company at Fall River keep a light and fog-signal at Hog Island Reef for their own benefit, and for that of others using the channel to Fall River, and it is deemed proper that the expense for the maintenance of a light and signal at this locality should devolve upon the Light-House Establishment. The recommendation for an appropriation is therefore renewed.

128. *Conimicut, River Providence, Rhode Island.*—In the annual report, of last year, it was stated that—

When the light on the shoal off Conimicut Point was lighted as a substitute for the light on the main-land, at Nayat Point, (distant about one mile,) the only available means of attending upon it was to allow the keeper to retain the dwelling at the old light-station, and to visit the new light by boat. The land constituting the site of the old light-station at Nayat Point is valuable, and would bring at public sale a good price. The old tower is not worth the cost of tearing down, and the dwelling not having been repaired, in anticipation of an appropriation for completing the building at Conimicut Point, to include a proper dwelling for the keeper, it now becomes necessary, either to make considerable expenditure upon the Nayat Point dwelling, or ask for a special appropriation for the necessary protection-pier against running ice, and for a dwelling at that light-station. The estimated cost of the work is \$30,000.

The recommendation is renewed.

— *Bullock's Point, River Providence, Rhode Island.*—The beacon,

heretofore a day-mark, will be lighted by the 1st of October next, an appropriation of \$1,000 having been made for the purpose at the last session of Congress, on the petition of persons interested in the navigation of the channel, and after favorable reports from the inspector and engineer of the district had been made, to whom the subject was referred for examination.

129. *Sabin's Point, River Providence, Rhode Island.*—The contractor for this structure has made good progress with the work. The foundation and pier are completed, and the dwelling is advanced as far as the second story. It is contemplated to exhibit the light at the station by the 1st of October next.

130. *Pumham Rock, River Providence, Rhode Island.*—The light was first exhibited at this station on the 1st of December last. A boat-house and landing are needed, the estimate of which is \$1,200.

131. *Fuller's Rock, River Providence, Rhode Island.*—During the construction of this beacon it was lighted by a steamboat company for the benefit of the navigation of the channel to Providence. The failure of the contractor to comply with the terms of this contract has made it necessary to reject the work.

132. *Sassafras Point, River Providence, Rhode Island.*—During the construction of this beacon it was lighted by a steamboat company for the benefit of the navigation of the channel to Providence. In consequence of the failure of the contractor to comply with the terms of this contract, payment has not been made for the work.

133. *Point Judith, Rhode Island.*—In accordance with the recommendation in the last annual report an appropriation of \$5,000 was made at the last session of Congress for a steam fog-signal. The construction of this signal is in progress. It will be of that class characterized a syren, and of the first order. The housing is nearly completed, and the signal will be in operation early in September. The present signal will be retained as a spare apparatus, to be sounded in case of accident to the new one.

134. *Block Island, (north end,) eastern entrance to Long Island Sound.*—The sand-drifts threatened serious damage to the dwelling by the encroachment of the chasm, caused by the high winds. Partial remedies have been made by grading and facing the surface of the site in the immediate vicinity of the dwelling, and upon the north or exposed side with paving-stone. The work is not yet finished, and with the view of completing it, an appropriation recommended in the last annual report was made at the last session of Congress.

— *Block Island, (south end,) eastern entrance to Long Island Sound.*—An appropriation of \$75,000 was made by the last Congress for a light-house and fog-signal at this locality, under a petition of persons interested in the navigation of this part of the coast. A preliminary survey of the southeast end of the island has been made, and a site favorable for the service of a steam fog-signal—a syren; a pond of fresh water, being upon the site recommended, has been selected. Plans for the light-house and for fog-signal are in progress.

136. *Montauk Point, (New York,) eastern end of Long Island.*—The appropriation for the repairs of this station, and for the erection of a fog-signal as recommended in the last annual report, having been made, immediate measures will be taken for carrying into effect the object intended. It is proposed to erect a signal operated by a hot air engine; in consequence of the difficulty of obtaining sufficient water for steam purposes, no other engine than that operated by hot air could be adopted at this locality.

141. *New London, Connecticut*.—The fog-signal having been in use fifteen years, needs renewing, and an estimate of \$4,500 is submitted for the purpose.

143. *Race Rock, Long Island Sound, New York*.—The proposals for the construction of the foundation and pier of this structure were so excessive in rates, and so much above the amount of the appropriation on hand, that no more than the landing and the enrockment of the foundation, and two courses of the pier, could be contracted for. This embraces 8,000 tons of dimension-stone, weighing from eight to ten tons each, for the enrockment alone. The landing has been commenced, and good progress made upon it.

The riprap foundation, consisting of ten thousand tons of riprap stones, irregular in shape, and weighing from three to five tons on an average, was completed in November last, and remained without displacement during the storms of winter and spring, and no appearance of settling is manifest. An appropriation for continuing the construction of the pier and erecting the dwelling is required, and the sum of \$75,000 is estimated, basing the estimate upon the proposal of the lowest bidder for the work now under contract.

144. *Little Gull Island, Long Island Sound, New York*.—This station needs an appropriation of \$5,000 for completing the landing, reference to which was made in the last annual report. There is special need for the facilities of a landing for the reason that the shelter from the sea is so limited that the difficulty of landing supplies of the station, including a large quantity of coal for the steam fog-signal, is unusually great. The recommendation for the appropriation of \$5,000 for completion of the landing is renewed.

147. *Long Beach Bar, Long Island, New York*.—The breakwater, for which an appropriation of \$20,000 was made, is under contract, and the iron-pile light-house will be placed under its shelter from the floating ice-fields that threaten destruction to buildings of this class, without such protection, in northern climates. The past winter endangered the structure, and the alarm of the keeper and his assistant was so great as to cause its desertion for two nights, during which no light was exhibited nor fog-bell sounded. The above light-house was completed, and the light exhibited for the first time, on the 1st day of December, 1871. The station is provided with a fog-bell struck by machinery.

150. *Culves Island, River Connecticut*.

151. *Brockway's Reach, River Connecticut*.

152. *Devil's Wharf, River Connecticut*.

The foundations of these structures are liable to disturbance by the river-currents, and efforts have been made to prevent their being undermined by throwing at their base riprap stone. There is now required for protection of the last-named structure a large quantity of stone; for this purpose, and for the protection of all these foundations, the sum of \$2,500 is recommended to be appropriated.

155. *Faulkner's Island, Long Island Sound, New York*.—The wasting away of the clay-bank continues slowly during the freezing and subsequent thawing of the soil. The beach requires to be protected at an estimated cost of \$2,500, which is recommended to be appropriated.

156. *New Haven Harbor, Connecticut*.—In answer to a resolution of Congress relating to the transfer of the light-house to Southwest Ledge, under date of April 16, 1872, it is stated as follows:

Southwest Ledge lies in the middle of the main ship-channel into New Haven Harbor, and forms a great danger to navigation. There are but 7 feet 6 inches of water on the rock at mean low water, and the question is between the removal of the rock by the

Engineer Department of the Army, and the erection by the board of a light and fog-signal to keep vessels from running upon it and other dangerous rocks in the vicinity. The main light at the entrance is now at Five-mile Point, on the mainland, on the east side of the harbor, and distant one mile from, and inside of Southwest Ledge. It was established in 1805, and last refitted in 1855. There is no doubt but that a light in the channel on this ledge would serve the interests of navigation better than the present light, and that it and a fog-signal also placed on the rock would be of more benefit to commerce than the removal of the ledge, since vessels could always run for the light, and keep clear of all the many dangers to navigation, which it will be observed exist at the entrance to New Haven Harbor. A light-house at Southwest Ledge would involve a very large expense on account of its submarine foundation, and the strength which would be required to resist the large fields of ice by which it would be assailed. The expense is estimated at \$117,800.

158. *Stratford Point, Connecticut*.—The buildings of this station are very old and unfit for occupation. An estimate for a suitable dwelling over which the tower may be placed, was submitted in the last annual report. It is recommended that the amount then submitted be appropriated, viz, \$15,000.

—, *Stratford Point Shoal, Long Island Sound, New York*.—A special report was called for from the engineer of the district, with estimate of cost for a structure to supersede the light-ship. After a preliminary survey of the Middle Ground, he proposed to erect a light-house thereupon, and to discontinue the light-ship. The character of the formation is deemed suitable for a structure, the foundation of which should be riprap of large irregular blocks of granite from three to five tons each in weight. The least depth of water found at low tide is 5 feet 5 inches. An area of 100 feet diameter gives an average depth of 8 feet of water. The Middle Ground is composed of large gravel, unyielding to the iron rod driven by hand. The estimated cost of the structure is \$125,000.

160. *Bridgeport Harbor, Connecticut*.—The iron-pile light-house adopted for this locality has been completed and occupied by the keeper. The light has been exhibited in the new structure since November, 1871. A stone breakwater surrounding the light-house and protecting it from the floating ice-fields has recently been constructed. The light in the old structure has been discontinued.

161. *Penfield Reef, Connecticut*.—The foundation of riprap was laid during the previous season, and stood uninjured throughout the winter gales. The landing, wharf, and pier are in progress of construction under contract, and will be completed so far this season as to admit of the commencement of the dwelling, which is also under contract. The contractor for the pier, owing to his want of adequate means, has delayed the work, and the forbearance of the engineer toward him has alone prevented the annulling of his contract and the commencement of suit to recover the amount of the bonds.

162. *Old Field Point, Long Island, New York*.—Measures have been taken for the purchase of a right of way from the station to the public highway, there being two land-holders from whom the purchase must be made. Difficulties of removing claims have postponed the matter until next autumn, when it is believed satisfactory purchase may be concluded.

163. *Black Rock, Connecticut*.—The buoy-shed and wharf have been completed, coal-bins and derrick erected, and the station put in readiness for the storage of buoys, coal, and other articles to be used as an auxiliary depot for the district. The tower and keeper's dwelling (erected in 1808) are in an advanced state of decay, and need rebuilding. The new structure may be planned with the tower over the keeper's dwelling, and erected at a cost of \$9,500.

165. *Lloyd's Harbor, Long Island, New York.*—The sea-wall built only the previous season has been damaged by the ice of last winter, but measures will be taken to repair the same with the means on hand, as it is believed that the cost will be small.

— *Hart Island, Long Island Sound, New York.*—An appropriation having been made for a light-house at this station, the preliminary examination and survey have been made, and plans prepared for foundation, pier, and dwelling, preparatory to advertising for the construction.

169. *Sand's Point, Long Island, New York.*

173. *Great West Bay, Long Island, New York.*

174. *Fire Island, Long Island, New York.*

A special appropriation having been made for the repair of these stations measures will be speedily taken to place them in a good condition, and to repair the inclosures before the winter sets in.

176 and 177. *Highlands of Navesink, New Jersey.*—Application has been made to the Light-House Board to cause the substitution of a revolving light in one of the towers, and the question is now under consideration.

179. *East Beucon, Sandy Hook, New Jersey.*—The abrasion of the beach at this station is increasing; since the last annual report was submitted the abrasion has been about 80 feet. This increase was anticipated, as will be seen by the report referred to, and is due to the erection of the jetties for its protection near the fort, which cut off the supply of sand from the eastward. It is necessary that recourse be had to similar works to protect the light-house property, for which the estimate rendered last year of \$20,000 is renewed.

185. *Elm Tree Beacon, New York Bay, New York.*—The abrasion of the beach at this station is caused by a long wharf on the northward, which is struck by the rolling seas from the southeast, which diverts their course to the beach, and creates a violent disturbance; at the same, on the cessation of the storm, the usual littoral accretion is cut off by the same wharf and retained to the northward. The small jetty constructed on the south line of the station had been damaged by the sea, and a breach made severing its connection with the shore. This breach is in progress of repairs as well as general repairs of the jetty. It is likely that recourse must finally be had to a riprap along the entire front of the station for its preservation.

187. *Princess Bay, New York Bay, New York.*—The progress of the protecting wall commenced last season has been slow. The contractor having lost a capacious barge on the occasion of a storm, considerable delay has ensued in the work, and less than 500 feet of the wall has been completed. The work is in progress, and so far as built has produced good results.

188. *Fort Tompkins, New York Bay, New York.*—The plans for the light house appropriated for at the last session of Congress have been made, and the work will be put under contract for completion before the winter season. As the station lies within the inclosure of the defensive works, the space occupied will be reduced to the smallest limit, and the plans contemplate the placing of the tower over the keeper's dwelling. The old site will then be relinquished for the purposes of a battery.

195. *West Point, River Hudson, New York.*—The rebuilding of the beacon is progressing, and will be completed at an early day. The site of the beacon is connected with that of the former stake-light, and no change in the sailing directions is made.

196. *Esopus Meadow, River Hudson, New York.*—The new light-house,

with tower over the keeper's dwelling, is nearly completed, and the light will probably be exhibited during the month of August. The distance from the old light-house site is small, and no important change in sailing directions is made.

198. *Saugerties, river Hudson, New York.*—The old light-house dwelling at this place has been sold, and the proceeds of the sale deposited and carried to the surplus fund.

— *Middle Ground, near Hudson, River Hudson, New York.*—The preliminary survey of the site has been made, and the plans have been prepared.

201. *Stuyvesant, River Hudson, New York.*—The old dwelling has been refitted, with the view of using it as a store-house for the river Hudson beacons during the winter season on the suspension of navigation. The roadway has been raised above the level of the freshets, and a small bridge built, with projection of piles against the bridge and its approaches.

202–213. *River Hudson Beacons, New York.*—Ten crib and stone piers for the portable beacons have been rebuilt during the past season, and the beacons reset on the opening of navigation. One of the sites, that of 209, *Cow Island*, has been encroached upon by the freshets, some 25 feet of the island having been washed away. A pile protection will be necessary to save the foundation from entire destruction. 211, *Van Wies Point* beacon, is also being undermined by the waves caused by the passing steamers. For its protection 100 tons of stone are needed.

— *Whitehall Narrows, Lake Champlain, New York.*—Eight of the beacons were removed during the winter and replaced after the ice disappeared. The recommendation to replace two stake lights by portable beacons, in the last annual report, is renewed, the estimated cost of same being \$1,600.

Two stake-lights, maintained at the expense of the commerce through the Narrows, should be assumed by the Light-House Establishment and portable beacons placed in their stead. The cost of the two will be \$1,600.

446. *Crown Point, Lake Champlain, New York.*—The buildings authorized by the appropriation of the last session of Congress will be erected, and all the necessary repairs will be attended to during the present season.

447. *Barber's Point, Lake Champlain, New York.*—The contract for the erection of the dwelling and tower is being carried out, with a prospect of completing the work before the close of navigation; but it is questionable whether the light can be exhibited before next season.

448. *Split Rock, Lake Champlain, New York.*—The boat-house and ways, with capstan and rigging, authorized by the special appropriation of last year, have been constructed.

449. *Juniper Island, Lake Champlain, New York.*—The boat-house and wharf authorized by the appropriation of March 3, 1871, were completed during the past season.

450, 451. *Burlington Breakwater, Vermont.*—The extension of the breakwater by the Engineer Department of the Army northward has been postponed, and in consequence thereof that end of the work has been marked by a portable beacon instead of erecting the dwelling contemplated by the appropriation of March 3, 1871. This, however, answers every purpose that is needed, although it is not so convenient for the keeper to serve the beacon.

452. *Colchester Reef, Lake Champlain, Vermont.*—The past winter has subjected the structure, so recently built, to a severe test. The fields

of ice have caused some injury, and the foundation is said to have settled. The examination has not thus far been made by the engineer of the district, and the precise extent of the injury is not known.

453. *Bluff Point, Valcour Island, New York.*—The title to the site not having been declared valid by the proper authorities, no measures have been taken to commence the work, a contract for which was made in anticipation of such declaration.

456. *Cumberland Head, Lake Champlain, New York.*—Negotiations are yet pending for the purchase of the land on the lake shore for the purpose of removing trees that obstruct the light from the channel to the northward.

458. *Isle La Motte, Lake Champlain, New York.*—The recommendation for a dwelling at this station, at an estimated cost of \$8,000, in the last annual report, is renewed.

REPAIRS.

At each of the following stations in the third district, repairs, more or less extensive, have been made during the year :

121. *Newport, Rhode Island.*
122. *Rose Island, Rhode Island.*
127. *Warwick Neck, Rhode Island.*
128. *Conimicut, Rhode Island.*
133. *Point Judith, Rhode Island.*
135. *Watch Hill, Rhode Island.*
136. *Montauk Point, New York.*
140. *North Dumpling, Long Island Sound.*
141. *New London, Connecticut.*
144. *Little Gull Island, New York.*
145. *Gardiner's Island, New York.*
154. *Horton's Point, New York.*
155. *Faulkner's Island, New York.*
162. *Old Field Point, New York.*
163. *Black Rock, Connecticut.*
165. *Lloyd's Harbor, New York.*
166. *Norwalk Island, Connecticut.*
168. *Execution Rocks, New York.*
169. *Sands' Point, New York.*
170. *Throgg's Neck, New York.*
171. *North Brother Island, New York.*
173. *Great West Bay, New York.*
174. *Fire Island, New York.*
- 176-177. *Highlands of Navesink, New Jersey.*
178. *Sandy Hook, New Jersey.*
181. *Conover Beacon, New Jersey.*
188. *Fort Tompkins, New York.*
189. *Robbins's Reef, New York.*
194. *Stony Point, New York.*
196. *Esopus Meadows, New York.*
197. *Rondout, New York.*
198. *Saugerties, New York.*
200. *Coxsackie, New York.*
201. *Stuyvesant, New York.*
- 430-445. *Whitehall Narrows, New York.*
446. *Crown Point, New York.*
449. *Juniper Island, New York.*

- 450, 451. *Burlington Beacons*, Vermont.
- 457. *Point au Roches*, New York.
- 459. *Windmill Point*, New York.

The following-named stations in the third district require repairs to be made during the current and ensuing year :

- 121. *Newport Harbor*, Rhode Island.
- 124. *Poplar Point*, Rhode Island.
- 125. *Prudence Island*, Rhode Island.
- 126. *Bristol Ferry*, Rhode Island.
- 127. *Warwick Neck*, Rhode Island.
- 134. *Block Island*, Rhode Island.
- 146. *Plum Island*, New York.
- 149. *Saybrook*, Connecticut.
- 150. *Calves Island*, Connecticut.
- 151. *Brookway's Reach*, Connecticut.
- 152. *Devil's Wharf*, Connecticut.
- 158. *Stratford Point*, Connecticut.
- 163. *Black Rock*, Connecticut.
- 169. *Sand's Point*, New York.
- 173. *Great West Bay*, New York.
- 174. *Fire Island*, New York.
- 178. *Sandy Hook*, New Jersey.
- 182. *Chapel Hill*, New Jersey.
- 184. *Waackaack*, New Jersey.
- 192. *Passaic*, New Jersey.
- 197. *Rondout*, New York.
- 198. *Saugerties*, New York.
- 199. *Four-Mile Point*, New York.
- 200. *Coxsackie*, New York.
- 201. *Stuyvesant*, New York.
- 209. *Cow Island*, New York.
- 211. *Van Weis Point*, New York.
- 249. *Juniper Island*, New York.

The following-named stations in the third district are not mentioned elsewhere :

- 120. *Lime Rock*, Newport Harbor, Rhode Island.
- 123. *Dutch Island*, Narragansett Bay.
- 137. *Stonington Harbor*, Connecticut.
- 139. *Morgan's Point*, Connecticut.
- 148. *Ceder Island*, New York.
- 157. *New Haven Long Wharf*, Connecticut.
- 167. *Great Captain Island*, Long Island Sound.
- 183. *Point Comfort Beacon*, New Jersey.
- 190. *Bergen Point*, New Jersey.
- 191. *Corner Stake*, New Jersey.
- 193. *Elbow Beacon*, New Jersey.

LIGHT-SHIPS.

- 118. "*Brenton's Reef*," on *Brenton's Reef*, off entrance to *Newport Harbor*, Rhode Island.—This vessel is now undergoing repairs at *New London*, and her place is supplied by *Relief No. 19*.

138. "*Eel Grass*," on *Eel-Grass Shoal*, in *Fisher's Island Sound*, *Connecticut*.—This is a third-class light-ship formerly stationed in *Roanoke Sound*, *North Carolina*. A screw-pile light-house having been erected there, her services were no longer necessary, and she was removed to this station, and will probably last for two or three years.

142. "*Bartlett's Reef*," off *New London*, *Connecticut*.—This vessel requires her upper deck to be calked; otherwise she is in good condition.

153. "*Cornfield Point*," *Long Island Sound*, off mouth of *Connecticut River*.—This vessel, which was removed from *Eel-Grass Shoal*, is in good condition, except damage amounting to \$175, caused by being run into by the schooner *J. G. Drew*, of *Belfast, Maine*. This damage is now being repaired.

159. "*Stratford*," on "*Middle Ground*," *Long Island Sound*, off *Stratford Point*.—This vessel is in fair condition, but in a few years she will require rebuilding, as will be observed elsewhere in this report. It is recommended that a fourth order light be erected on this shoal, as being more economical and far more durable than a light-ship.

175. "*Sandy Hook*," off *New York Bay*.—This vessel, stationed seven miles outside of *Sandy Hook*, has been repaired during the last year, at a cost of \$17,159.60. A new mooring-chain, costing \$1,158.80, has been supplied. She is now in excellent condition. A "Thiers automatic fog-signal, bilge-pump, and ship ventilator" has been placed on the vessel for experiment and test-trial. It has been found successful as a bilge-pump and ventilator, and will be retained. As a fog-signal it did not prove satisfactory.

Relief No. 19.—This vessel is in good condition, and is now on *Brenton's Reef*, off *Newport*, while the vessel belonging to that station is being repaired.

Relief No. 20.—This vessel, which is also in good order and ready for any emergency, is now at the light-house depot at *Staten Island*, *New York Harbor*.

Relief No. 25.—The condition of this vessel, owing to age and service, is found on a strict examination to be so bad as to render her unworthy of further repairs; she has been removed from *Cornfield Point* and taken to *New London*, *Connecticut*, and her sale is recommended.

FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

119. *Beaver Tail*, *Rhode Island*.—First-class Daboll trumpet.

133. *Point Judith*, *Rhode Island*.—Third-class Daboll trumpet.

141. *New London*, *Connecticut*.—Third-class Daboll trumpet.

144. *Little Gull Island*, *New York*.—Second-class syren, (in duplicate.)

164. *Eaton's Neck*, *New York*.—Second-class syren, (in duplicate.)

168. *Execution Rocks*, *New York*.—Second-class Daboll trumpet, (in duplicate.)

179. *Sandy Hook*, entrance to *New York Harbor*.—First-class syren, (in duplicate.)

DAY OR UNLIGHTED BEACONS.

All the beacons in the third district comprised in the following list are in good condition, unless otherwise stated:

1. *East Lime Rock*, near *Newport*.—A granite structure, surmounted by a spindle and cage.

2. *South Point*, *Rose Island*, *Narragansett Bay*.—Granite structure, surmounted by a spindle and cage.

3. *Half-way Rock, three-fourths of a mile southward of Prudence Island Point, Narragansett Bay.*—Spindle and square cage.
4. *Bullock's Point, Narragansett Bay.*—Stone beacon with iron spindle. This beacon will be lighted under an appropriation of the last session of Congress for the purpose.
5. *Pawtuxent Beacon, Narragansett Bay.*—Of stone, surmounted by a black ball.
6. *Pumham Beacon, River Providence.*—A stone beacon, with vane and black ball.
7. *Muscle Bed, east side of the channel, below Bristol Ferry, Rhode Island.*—A stone beacon, with iron spindle and day-mark.
8. *Borden's Flats, opposite Fall River.*—A stone beacon, with iron column and day-mark.
9. *Castle Island, near north end of Hog Island, Bristol Harbor.*—A stone beacon, surmounted by a red ball.
10. *Allen's Rock, River Warren.*—Stone beacon, one-eighth of a mile north of Adams's Point.
11. *Warwick or Spindle Rock, west channel of Narragansett Bay, and entrance to Greenwich Harbor, between Warwick Neck and Pojack Point.*—Iron spindle, with square wooden cage.
12. *White Rock Beacon, at the entrance of Wickford Harbor, Narragansett Bay.*—Stone beacon, with iron column and day-mark.
13. *Watch Hill Spindle, entrance to Fisher's Island Sound from light-house, southwest by south three-fourths of a mile.*—Stands on a rock which is bare at low water, and is surmounted by a cage.
14. *Sugar Reef Beacon, Fisher's Island Sound.*—Iron pile-beacon, with cage-work day-mark in the form of a cone.
15. *East or Catumb Reef Spindle, entrance to Fisher's Island Sound by Lord's Channel, one and one-fourth miles east of east point of Fisher's Island.*—An iron pile-beacon, with square cage-work.
16. *West or Wicopesset Spindle Rock, entrance to Fisher's Island Sound by Lord's Channel, northwest of east spindle, two-thirds of a mile.*
17. *Latimer's Reef, Fisher's Island Sound, one mile northwest of east point of Fisher's Island, and three-fourths of a mile southeast of Eel Grass Shoal light-vessel.*—An iron spindle, bearing a square cage-work.
18. *Ellis's Reef, Fisher's Island Sound, three-fourths of a mile northwest of Eel Grass Shoal light-vessel.*—An iron spindle with a square cage-work.
19. *Ram Island Reef, Fisher's Island Sound, one-half of a mile southeast of Ram Island.*
20. *Spindle on The Whale, River Mystic.*—An appropriation of \$5,000 has been made for substituting a stone-beacon for the iron spindle destroyed by ice. The structure is under contract, and will be completed before the season of fall gales.
21. *Crook's Spindle, River Mystic.*—Is an iron spindle, with keg on top.
22. *Groton Long Point, Fisher's Island Sound.*—An iron spindle, bearing a cage-work in the form of an inverted cone.
23. *Sea Flower Beacon, Fisher's Island Sound, Connecticut.*—An appropriation of \$4,200 has been made for rebuilding this beacon. It is under contract, and will be completed at an early day.
24. *Black Ledge, entrance to New London Harbor, Connecticut.*—The iron spindle on this ledge was carried off during the last season subsequent to submitting the annual report. It is recommended that a steel beacon of a substantial kind be substituted for the iron spindle, for which an estimate of \$5,500 is submitted for the beacon and the renewal.

of the iron shaft bearing a cage-work, formed by two cones connected at the vertices.

25. *Saybrook Beacon, River Connecticut*.—Stone beacon, with globe, on Saybrook Bar.

26. *Hen and Chickens, Long Island Sound*.—Iron spindle, bearing a square cage, painted black.

27. *Branford Reef Beacon, Long Island Sound*.—Granite beacon, surmounted by an iron shaft bearing a black day-mark.

28. *Quire's Ledge, entrance to New Haven Harbor, Connecticut*.—An iron spindle, with a cask on top. Stands on a rock which is dry at half tide.

29. *Southwest Ledge Spindle, entrance to New Haven Harbor, Connecticut*, marked by a second-class buoy.

30. *Stratford River Beacon, entrance to River Stratford*.—Granite beacon, with iron column and mark.

31. *Inner Beacon, Bridgeport Harbor, Connecticut*.—A frustum of a square pyramid of wood, surmounted by a wooden mast, with a cask painted black.

32. *Outer Beacon, Bridgeport Harbor, Connecticut*.—The same as the inner beacon.

33. *Black Rock Beacon, Long Island Sound*.—An iron pile-beacon, with a cage on top.

34. *Southport Beacon*.—Granite beacon, with iron column and day-mark.

35. *Southport Breakwater Beacon*.—Granite beacon, with iron column and day-mark.

36. *Norwalk Beacon, southwest of Norwalk Island, Connecticut*.—A granite structure, supporting a shaft and day-mark of iron.

37. *Great Reef, off Norwalk Island, entrance to Norwalk Harbor*.—A wooden spindle, with cage day-mark.

38. *Sand's Spit Beacon, Sag Harbor, Long Island, New York*.—The contractor for building this beacon has not placed the same on the site designated, nor has he built it in accordance with agreement. Payment has therefore been withheld until he complies with the contract, or until an adjustment for the value of the work executed can be concluded between him and the engineer of the district that may be satisfactory to the Light-House Board. The contractor has been notified to this effect.

— *Oyster Pond Point, Plum Gut, entrance to Gardiner's Bay*.—An appropriation of \$5,000 has been made for a beacon of granite as a substitute for the iron spindle destroyed by ice. The structure has been put under contract, and will be completed before the season of autumn gales.

40. *Success Rock, Long Island Sound*.—An iron shaft, with conical cage-work.

41. *Romer Shoal Beacon, New York Bay*.—The riprap protection for this beacon, authorized by the appropriation of March 3, 1871, has been made, and consists of 950 tons of granite blocks of large irregular shape. The painting of the upper section of the tower remains to be done.

42. *Mill Reef Beacon, Kill van Kull, opposite New Brighton*.—This is a sheet-iron beacon, filled in with concrete, and secured to a granite base. It is conical in shape, and supports an iron shaft with an iron cage on top.

LIGHT-HOUSE GENERAL DEPOT, AT STATEN ISLAND, NEW YORK HARBOR.

This depot contains the manufacturing establishment, vaults for the storage, and apparatus for photometrical tests, of oil, and store-houses for the general supplies, &c., for the service of the lights in the Atlantic,

Pacific, Gulf and Lake coasts of the United States. The office building has been completed, and occupied by the engineer and inspector of the third district during the last fiscal year. The dwelling of the inspector has been repaired, and occupied by him. The other buildings have been repaired; also the fences and wharves, including additional piling for the convenience of the tenders in coaling, &c. One derrick of ten tons' lifting capacity has been erected on one of the wharves, and another of similar capacity is in readiness to be erected on the other wharf. The grounds have been partly graded and drained. The coal-bin has been enlarged to increase the capacity for 400 tons additional of coal. A new boiler has been supplied for the workshop, and the old one repaired and ready for resetting as a duplicate or reserve. The oil-vaults will soon undergo considerable repair, rendered necessary by defective drains, the capacity of which were found to be insufficient, and with so little declivity that the filling up by sediment has been rapid. Drains of 18 inches radius and semicircular in form have been authorized by the board, as also drains in the rear of the vault, and lateral drains to connect with the large 12 and 18-inch drains of the grounds. This will involve considerable expense. For this purpose and for the completion of the grading and drainage of the grounds, the construction of a large cistern for collecting the rain-fall from the buildings now mostly wasted, and which can be utilized for the use of the light-house tenders, the sum of \$10,000 will be required, and is recommended to be appropriated.

The following is a statement of the number of boxes, barrels, packages, &c., containing articles of supply and outfit for light-stations, and received at and shipped from light-house general depot, Tompkinsville, Staten Island, from July 1, 1871, to July 31, 1872, inclusive:

	Boxes.	Barrels.	Packages, cases, &c.	Totals.
Received	3,136	2,918	5,542	11,596
Shipped	2,632	2,663	5,058	10,353
Total	5,968	5,581	10,600	22,149

Lenses received from France and delivered from light-house depot, Staten Island, from July 1, 1871, to June 30, 1872.

	1st order.	2d order.	3d order.	3d order.	4th order.	5th order.	6th order.	Steamer lenses.	Pressed lenses.	Canal lenses.	Total.
Received	4	3	2	1	20	12	25	3	11	3	72
Delivered	3	3	3	1	8	6	14	2	10	2	52
Total	7	3	5	2	28	18	39	5	21	5	124

Number of boxes containing illuminating apparatus received at and shipped from light-house depot, Staten Island, from July 1, 1871, to June 30, 1872.

	1st order.	2d order.	3d order.	3d order.	4th order.	5th order.	6th order.	Steamer lenses.	Pressed lenses.	Canal lenses.	Total.
Received	145	70	25	10	61	29	60	7	19	10	366
Delivered	99	34	34	22	19	42	3	11	6	6	243
Total	244	70	59	10	83	48	102	10	23	16	609

List of articles manufactured and repaired in lamp-shop, light-house depot, Staten Island, from July 1, 1871, to June 30, 1872.

	Lenses.	Lamps.	Lamp burners.	Miscellaneous articles.	Totals.
Manufactured		236	295	657	.....
Repaired	9	90	11	1, 135	.....
Total	9	326	306	1, 792	2, 433

FOURTH DISTRICT.

The fourth light-house district extends from Squam Inlet, New Jersey, to and including Metomkin Inlet, Virginia. It includes the sea-coast of New Jersey below the Highlands of Navesink, the bay coasts of New Jersey and Delaware, the sea-coasts of Delaware and Maryland, and part of the sea-coast of Virginia.

Inspector.—Commodore William H. Macomb, United States Navy, till his death, August 12, 1872; Captain Reigart B. Lowry, United States Navy, present inspector.

Engineer.—Colonel I. C. Woodruff, Corps of Engineers, brevet brigadier-general, United States Army.

In this district there are:

Light-houses and lighted beacons	18
Light-ships, (in position)	2
Light-ships, (for relief)	1
Buoys actually in position	111
Spare buoys for relief and to supply losses	66
Tender (steam) Violet	1

The numbers preceding the names of stations correspond with those of the Light-House List of the Atlantic, Gulf, and Pacific Coasts of the United States, issued January 1, 1872.

214. *Barneгат, sea-coast of New Jersey.*—The semi-monthly measurements along the beach near the light-house have been continued throughout the year, and there have been no important changes in the water-lines along the light-house lot. Thus far the works of protection have proved a success.

215. *Tucker's Beach, sea-coast of New Jersey.*—In September last the color of the tower and keeper's dwelling were changed from gray to red, to serve better as a day-mark for passing vessels.

216. *Absecum, sea-coast of New Jersey.*—The semi-monthly measurements along the beach in the vicinity of the light-house have been continued throughout the year, and favorable changes in the beach have been found to have taken place along the entire front of Atlantic City. There has been a gradual widening of the beach on the ocean-front, and, at the point of the inlet. The north-channel cut of the inlet has been buoyed, and is now used by the largest vessels entering the harbor, as it is a more direct course in and out of the inlet.

The time is not distant when the south channel will be closed; it is a crooked and narrow one, and the strength of the current in the ebb-tide is not so great as formerly. It is reported that most of the vessels, passing in and out of the inlet, go through the north channel, and recently a schooner of 260 tons, loaded with ice for Atlantic City, draw-

ing 8½ feet water passed in through the north channel at about half tide. It is a matter of regret that possession of the necessary land along the inlet front cannot be obtained for the works of protection of the beach. From careful examinations it is manifest that if small stone jetties were placed along the inlet, a much greater quantity of the ebb tide water would be thrown through the north channel, and the river would not be long before the south channel would be closed. At the present time no fears need be apprehended for the safety of the light-house site. The color of the tower was changed in September last, to better serve as a day-mark for passing vessels, as follows: the lower section for 52 feet from the base, white; the middle section 52 feet, red, and the upper section, including the lantern, parapet, and gallery-railing, white. The authorities of Atlantic City have not yet furnished the deed from the property owners for the occupation of the land required for sites, &c., for works of protection. The mayor states that there is now but one person to sign the grant, to enable him to have the payment prepared giving possession to the Government for commencing the work.

—*Hereford Inlet, sea-coast of New Jersey, ten and three-quarters nautical miles north of Cape May's light-house.*—Congress at its last session having appropriated \$25,000 for erecting a light-house at or near this point, measures will be taken without delay to locate its site, and make all arrangements for the purchase of a suitable piece of ground, with the necessary steps for the cession of jurisdiction by the legislature of New Jersey to the Government of the United States.

219. *Cape Henlopen, sea-coast of Delaware, entrance to Delaware Bay.*—Trouble has been anticipated at this station by the encroachment of the "Big Sand Hills" near it. There are changes constantly going on, but no serious inconvenience has yet resulted from them, nor is it thought there will be as long as the space between the tower and dwelling is kept open by removing the sand as fast as it accumulates.

220. *Cape Henlopen Beacon, Delaware Bay.*—On the 28th of July last the building was struck by lightning, and it tore off the cornice of the building, but did no other damage.

221. *Delaware Breakwater, Delaware Bay.*—A new frame structure for the fog-bell and striking-machinery has been erected. The bell and machinery have been thoroughly cleaned, the machinery has been repaired, the motive weight has been reduced about 600 pounds, and the fog-signal is now in good condition.

—*Mispillion, Delaware Bay.*—Congress, at its last session, appropriated \$5,000 for re-establishing the small light-house at this point. It will be commenced at an early day.

—*Light-houses at Cross Ledge Shoal, Ship John Shoal, and Bulkley Shoal, Delaware Bay and River.*—During the last session of Congress petition was received for lights at Ship John Shoal and Bulkley Shoal, in the river Delaware, of which the following is a copy:

PHILADELPHIA, January, 1853

To the Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury:

The aids to navigation in the Delaware River and Bay, which have long been inefficient, are now, when steamships are to a great extent superseding sail-vessels, altogether inadequate to the requirements there. These ships run at all seasons of the year, and at all hours, by night as well as by day, and the buoys which mark shoals and serve, when they can be seen, as guides to the mariner in keeping the channel, are useless in dark nights always, and in winter they are deceptive and dangerous; for at that season the drift-ice which covers these waters changes the location of some of these buoys and sweeps others entirely away. Experienced mariners, not

ant with the navigation here, are, therefore, clearly of opinion that permanent light-houses are the most efficient guides to navigation in the long and intricate channels of the Delaware, and the only ones that are available at all times and all seasons of the year. The last annual report of the Light-House Board (pages 27 and 28) recognizes this fact by its recommendation of a light-house in place of the light-ship on the Cross Ledge, which is often displaced by drifting ice, and also recommends the erection of a light-house on Tinicum Island, above Chester. These recommendations, if carried into effect, will be great and permanent benefits to the commerce of this port; but there is also urgent need of light-houses at other points, viz, at the Ship John Shoals, at Reedy Point, and at the upper end of the Bulk-head Shoals.

The undersigned corporations and citizens of Philadelphia, interested in its commerce, respectfully ask your attention to the foregoing statements, and earnestly request you to institute such measures as will supply the requisite aids to the navigation of our river and bay as herein set forth.

JOEL PARKER,
Governor of New Jersey.

JAMES PONDER,
Governor of Delaware, and others.

The question as to the necessity of these lights, and their cost, was submitted to the district officers, and in their replies it was stated that there was great necessity for the lights at the points named, and more so now than formerly, on account of the greater number of steamers navigating the river and bay at all hours of night and day; and when there is floating ice, the buoys being either cut off or drifted from proper positions, and during darkness invisible, the soundings cannot be taken, the lead frequently lighting on the cakes of ice, while the vessel in motion is liable to run on shore before getting another cast of the lead; whereas, were lights in their positions they could steer their courses.

The necessity for a light on Ship John Shoals is to guide vessels up the channel and prevent them from getting ashore on Ship John Shoals and the one opposite, the tide being such as to drift them at times on either shoal. This drifting is frequently experienced in this part of the channel.

On the north end of Bulk-head Shoals, a light is necessary to further show the channels past Bulk-head Shoals, and in order that vessels may shape their course past Deep-Water Point.

In view of the fact that neither the light-house at Ship John Shoals nor Bulk-head Shoals can be constructed in a single fiscal year, and the impossibility of leaving either structure in an unfinished condition over winter without a probability of the loss of the whole of it by the ice, making it necessary to use one entire season, including spring, summer, and fall, (parts of two fiscal years,) for its erection at the site, after the preparation of the material during the previous season, it is earnestly recommended that the appropriation for Ship John Shoals and Bulk-head Shoals, if Congress should deem it proper to make them, in view of the facts presented in the accompanying reports, shall be available during two entire fiscal years.

It was further stated that the cost of each light-house would be \$125,000.

The want of a light-house at Cross Ledge Shoals, in Delaware Bay, is very great, for the reasons, 1st, that the light-ship now stationed there is often driven from her moorings by fields of ice, endangering her own safety and (by absence from her station) the safety of commerce. 2d. The erection of a light-house to take the place of the light-ship, would save the very considerable expense of her crew, and the repairs which from year to year are necessary, and involve much expense. The policy of the board is to replace, in all cases where it is possible, our light-ships by light-houses on the shoals which the former are intended to mark, being more certain in their service and involving much less

expense for maintenance. The board recommends appropriations for the erection of lights at Cross Ledge, Ship John, and Bulk-head Shoals, the estimated cost of which is \$125,000 each.

226. *Mahon's River, Delaware Bay.*—As was stated in the last annual report, the abrasion of the marsh in which this light-house stands is so great as to compel a change of site. There is a good location about a quarter of a mile north of the present site, which will serve equally well the purposes of navigation. If all the material can be prepared ready to commence the work of erection of the structure at the site by the 1st of July next, the whole can be completed ready for lighting by the following November. If a site and right of way can be purchased, at a moderate cost, the amount asked for by the board, viz, \$15,000, will be sufficient to erect a building.

Proposed light-house, Reedy Point, Delaware Bay.—An appropriation of \$3,000 for a beacon-light on this point was approved on the 3d August, 1854. The price asked by the owners for the necessary site, with the right of way, was \$3,000, being the whole amount appropriated, which was allowed to revert to the Treasury, as the demands of the owners were considered unreasonable. During the last year petitions for this light have been received; but it is believed that a sixth-order lens light placed on the south end of Pea Patch Island (Fort Delaware) will serve the purpose of navigation as well. To construct a suitable structure, including the lens, will cost about \$8,000, and an estimate therefor is presented.

REPAIRS.

At each of the following-named light-stations in the fourth district there have been repairs and renovations more or less extensive since the last annual report.

- 214. *Barnegat*, sea-coast of New Jersey, Barnegat Inlet.
- 215. *Tucker's Beach*, sea-coast of New Jersey, Little Egg Harbor.
- 216. *Absecum*, sea coast of New Jersey, Absecum Inlet.
- 218. *Cape May*, sea-coast of New Jersey, entrance to Delaware Bay.
- 219. *Cape Henlopen*, sea-coast of Delaware, entrance to Delaware Bay.
- 220. *Cape Henlopen Beacon*, entrance to Delaware Bay.
- 221. *Delaware Breakwater*, Delaware, entrance to Delaware Bay.
- 223. *Maurice River*, New Jersey, mouth of River Maurice, entrance to Delaware Bay.
- 229. *Reedy Island*, Delaware, Delaware Bay.
- 230. *Christiana*, Delaware, mouth of River Christiana, Delaware Bay.
- 231. *Fort Mifflin*, Pennsylvania, River Delaware.
- 233. *Fenwick Island*, sea-coast of Delaware.

The following named light-stations in the fourth district require repairs during the ensuing year:

- 218. *Cape May*, sea-coast of New Jersey.
- 222. *Brandywine Shoal*, Delaware Bay.
- 223. *Maurice River*, New Jersey, Delaware Bay.
- 224. *Egg Island*, New Jersey, Delaware Bay.
- 226. *Mahon's River*, Delaware, Delaware Bay.
- 227. *Cohansey*, New Jersey, Delaware Bay.
- 228. *Bombay Hook*, Delaware, Delaware Bay.
- 231. *Fort Mifflin*, Pennsylvania, Delaware Bay.

The following are names of light-stations in the fourth district not mentioned elsewhere in this report:

234. *Assateague*, about two miles from the southwest point of Assateague Island, Virginia.

LIGHT-SHIPS.

217. "*Five-Fathom Bank*," on *Five-Fathom Bank*, off the capes of the *Delaware*.—This vessel is in excellent condition, and well adapted for the position. During the month of March she parted her moorings and drifted from her anchorage. The United States revenue steamer *Colfax*, while on a cruise, took her in tow and replaced her on her station. A new chain (made at the Washington navy-yard and purchased from the Navy Department) and a mushroom anchor of 4,000 pounds have been supplied, and will make her moorings more secure than before.

225. "*Cross Ledge*," on *Cross Ledge Shoal*, in *Delaware Bay*.—No repairs have been made on this vessel since the last annual report, and she is in good condition. She was driven from her station by the ice during the month of December, 1871, and took refuge under the Delaware Breakwater, where she remained until February 28, 1872, when she was replaced on her station. March 6th she was driven again from her anchorage and took refuge in Maurice River Cove, and was replaced on her station a few days after. The erection of a light-house, to replace the light-ship on this dangerous shoal, is strongly recommended, as will be observed elsewhere in this report.

Relief light-ship, No. —, is in good condition, and ready for service at the depot at Christiana.

FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

There are no fog-signals operated by steam or hot-air engines in this district.

DAY OR UNLIGHTED BEACONS.

There are no day or unlighted beacons in this district.

DEPOT.

Christiana, Delaware.—The construction of the wharves and buildings for fitting this station for a buoy-depot and a winter harbor for light-vessels, reported in operation in the last annual report, was continued until the 1st of last November. The depot consists of two wharves on Christiana River, and a large store-house for one of the wharves. This wharf extends from the front of the store-house into the river a distance of 164 feet (to 8 feet of water at ordinary low tide) by a width of 32 feet. The store-house is 50 feet by 140 feet, on plan, and two stories of 8 feet in height to the eaves of the roof. The first or lower floor is divided into two parts. The front room is 50 by 63 feet, designed for storing miscellaneous articles. The balance, 50 by 77 feet, is fitted with a coal-bin, skids for second and third class iron buoys, and space for storing spar-buoys, ballast, balls, chains, &c. This apartment has a well-constructed brick water-cistern of 5,000 gallons capacity, and is supplied by rain-water from the roof. The second story is in one room, with suitable stairway leading from first story. A railroad track from the outer end of the wharf, and two cars for transporting supplies into the building, have been supplied. The other wharf is completed, and

extends from the proposed front of the building in its rear into the river a distance of 140 feet (to 8 feet water at ordinary low tide) by a width of 32 feet. The piles for the foundation of the store-house in rear of this wharf are all driven and girdage logs placed. The design for this building is in plan 50 by 150 feet, and one story of 10 feet in height to take in first-class buoys. It is recommended that an appropriation be made for its completion. To erect the building the cost is estimated at \$10,000. This will provide room for storage of first-class iron buoys, which the other store-house is not designed for.

FIFTH DISTRICT.

The fifth district extends from Metomkin Inlet, Virginia, to include New River Inlet, North Carolina, and embraces part of the sea-coasts of Virginia and North Carolina, the sounds of North Carolina, Chesapeake Bay, and the Rivers James and Potomac.

Inspector.—Commodore Fabius Stanley, United States Navy.

Engineer.—Major Peter C. Hains, Corps of Engineers, brevet lieutenant-colonel, United States Army.

In this district there are—

Light-houses and lighted beacons	69
Light-ships, (in position)	1
Light-ships, (for relief)	"
Fog-signals operated by steam or hot-air engines	"
Day or unlighted beacons	100
Buoys actually in position	634
Spare buoys for relief and to supply losses	264
Tender (steam) Heliotrope, (buoy-tender)	1
Tender (steam) Tulip, for engineer's construction and repairs	1
Tender (sail) Maggie, (buoy-tender)	1
Tender (sail) Spray, engineer-tender for construction and repairs	1

The numbers preceding the names of stations correspond with the Light-House List of the Atlantic, Gulf, and Pacific Coasts of the United States, issued January 1, 1872.

237. *Cape Henry on south side of main entrance to Chesapeake Bay, Virginia.*—Under instructions from the Light-House Board, the engineer of the district visited this station and made a personal examination of the tower and keeper's dwelling, with the view of determining what repairs or alterations are necessary at the station. The tower is a frustum of an octagonal pyramid, built on a raised foundation of loose stone some 30 feet above the level of the sea. The masonry of the outside is a soft sandstone, with an inside brick cylinder, the latter having been built in 1857, at which time the station was last refitted. Of the eight faces of the tower, six of them show on the outside large cracks or openings, extending from the base upward. Four of them are apparently less dangerous than the other two, and alone would not warrant any great apprehensions of danger, but the latter, viz, those on the north and south faces, where the strength of the masonry is lessened by openings for windows, are very bad, extending from the base almost to the top of the tower. These cracks cannot be seen on the inside, on account of the brick cylinder, (which is of more recent construction than the outside masonry,) and doubtless terminate at the air-space between the outer and inner walls. At present the tower is in an unsafe condition, and there is no way of repairing the damage satisfactorily, and a new one must be built. This old tower has done good service, having been built in 1791, and is now the oldest tower on the coast south of Cape Henlopen; but it has seen its best days, and now, from age and per-

haps defective workmanship, it is in danger of being thrown down by some heavy gale.

The light is of the second order, and cannot be seen as far at sea as its importance in respect to location demands. It is undoubtedly one of the first lights, in point of importance, on the coast. A new tower should be built at this station without delay, and the light made of the first order. A good site can be had near the present location, on Government land, and materials for building purposes can be landed without difficulty. It also should be noted that the keeper's dwelling is in a dilapidated condition, and at too great a distance from the tower to insure proper attendance. It is a frame building, and is now more than thirty years old. It is too small for the number of keepers at this station, and should be enlarged. At present it affords very poor protection to the keepers from inclemency of the weather in winter. A new dwelling is an absolute necessity for this station.

It is estimated that the cost of a first-order tower, with lens, keeper's dwelling, &c., complete, will be, at this place, \$85,000, and an appropriation of \$50,000 is asked to commence the work.

238. "*The Thimble*," entrance to Hampton Roads, Virginia.—This light-house is designated to take the place of the Willoughby Spit light-ship, which is in need of extensive repairs. It is located on the shoalest point of Horseshoe Bar, at the entrance to Hampton Roads, called "*The Thimble*," which is the source of great danger to vessels navigating the bay, and others coming in from sea, this being particularly the case at night, when the buoy which has heretofore marked this shoal could not be seen.

After duly advertising for bids, a contract was made August 31, 1871, with the lowest bidder to furnish the iron-work to be used in the foundation at this new light-house, but the impracticability of having it ready in time to plant the piles during the working season of that year, necessitated a delay until May of the present, the exposed locality rendering it necessary to secure a season of calm weather in order to build the platform from which the work of screwing the piles into the shoal is carried on. While the iron-work was in process of construction, the frame of the superstructure was prepared at the depot at Lazaretto Point, Maryland. The material was shipped to its destination the latter part of May, and on the 10th of June the platform completed. As was anticipated, the shoal proved to be very hard, consisting of fine compact sand, which rendered the process of screwing in the piles very slow. Further delay was experienced by the breaking of a cast-iron column used as a follower on the pile, when the top of the latter reaches nearly the level of the platform and prevents the working of the levers; and also by the breaking of one of the screws, owing to a defective casting. The damage in each case was repaired with the least loss of time practicable, and the work resumed. The last pile was planted on the 1st of August, and it is expected that this structure will be finished by October 1, 1872. This will enable the light-ship to be withdrawn, and there will then be no light-ship in service in this district. The light will be of the fourth order.

241. *Lambert's Point*, on the shoal off Lambert's Point, River Elizabeth, Virginia.—The screw-pile light-house, for which an appropriation was made by act of Congress approved March 3, 1871, was finished in May last. The original plan of a light-house on six piles was modified, in order to make use of some iron piles that were on hand. It is now a square house on five piles, and shows a red light of the fifth order. The

station is provided with a fog-bell which strikes by machinery in foggy weather every ten seconds.

245. *Deep Water Shoals, River James, Virginia.*—This light-house was painted throughout, and had other repairs made to it. The piles of the old light-house, which was destroyed by ice in 1866, were taken out and sent to the depot at Lazaretto Point, where they will be available for other works in the district or for dumb-beacons.

— *Solomon's Lump, in Kedges Strait, between Tangier Sound and Chesapeake Bay.*—In compliance with a resolution of the House of Representatives, an examination and report to Congress was made, during the last session, upon the necessity and expediency of establishing a light to mark the shoal known as Solomon's Lump, in Kedges Strait, between Tangier Sound and Chesapeake Bay. Solomon's Lump is a point of land on the north end of Evans Island. There is a shoal that extends out a considerable distance from this point in a northerly direction, and is a source of danger to vessels navigating Kedges Strait at night. Near its extreme point is the regular channel. The shoal itself has not more than about 5 feet water on it to a point near the red buoy, which marks its extreme northerly end. At night this buoy cannot be seen a sufficient distance to be of any use. The only light in this vicinity is that on Fog Point, about one and one-fourth miles in a west-southwest direction, but, on account of its distance and location, it affords no security to vessels from going ashore on the reef off Solomon's Lump. The light at Fog Point was established in 1827, before the introduction of the screw-pile system of light-houses, and though it has served to mark the entrance to Kedges Strait for a long time, it is of little value as compared with other positions that could have been selected for a screw-pile structure, which would not only have marked the entrance to the strait, but would have been a guide all the way through. A light established on the shoal off Solomon's Lump, near its extreme point, and in 5 feet water, or on the shoal on the opposite side of the channel would accomplish both these objects, and render navigation through Kedges Strait safe at all times. As the sailing course in either direction would be a straight line passing just north of the light-house at Solomon's Lump, in case a light was established there, that at Fog Point would be no longer of use, and could be discontinued. It would, therefore, not increase the number of lights, nor add anything to the annual cost of maintenance. An appropriation of \$15,000 is, therefore, asked to establish a light-house off Solomon's Lump to take the place of that at Fog Point.

260. *Point Lookout, on the north side of the entrance to River Potomac, Maryland.*—Under instructions from the Light-House Board, the engineer of the district has commenced the work of establishing a large fog-bell on the north side of the mouth of the river Potomac, under the general appropriation for fog-signals. This is a very desirable aid to navigation, and will be equally valuable to vessels navigating the bay and river.

264. *River Choptank, opposite the entrance to the Rivers Choptank and Treadhaven, Maryland.*—A contract was made in March, 1871, for the construction of this light-house, which was not completed until the 23d of December, partly owing to the character of the foundation, which was very hard, and to the want of experience on the part of the contractor in this kind of work. The light-house stands on ten wooden piles encased in cast-iron. Six of the piles form the foundation for the light-house proper, the other four being fender-piles, serving as ice breakers. The superstructure is an hexagonal frame building, with a lantern on the top, and shows a light of the sixth order. The light-

house stands in 11 feet water, mean tide, on a shoal about one and one-half miles from Benonis Point. As soon as the light-house was completed, the light-vessel, which was formerly stationed in this vicinity, was permanently withdrawn. This station is provided with a fog-bell, struck by machinery, at intervals of ten seconds.

265. *Thomas's Point, north side of mouth of South River, Maryland.*—It will be observed by reference to the Coast Survey chart of the Chesapeake Bay that the light-house at Thomas's Point, on the north side of South River, from four miles south of entrance to Annapolis Harbor, Maryland, can serve but poorly its purpose as a warning of the dangerous shoal that makes out from it a distance of one and one-quarter miles into the bay. This light-house was built in 1825, before the introduction of the system of light-houses in the water on iron piles. Its present location is such that little use can be made of it at night, and in times of foggy or thick weather it is utterly useless. Under no circumstances can vessels drawing more than 8 feet water pass within one and a quarter miles of it, as the shoal is continuous, and has on it only that depth at the outer extremity, and less between this point and the shore. The outer extremity of the shoal is only marked by a buoy, and it is a matter of frequent occurrence to see vessels ashore here. The ineligibility of its present location is frequently a source of complaint by mariners. This is particularly the case when coming up the bay, as the course is changed twice after passing Sharp's Island, and approaching Thomas's Point.

A light-house on the point of the shoal, in 8 feet water, which will be distant from the shore about one and a quarter miles, is recommended for this place. The new light-house should be provided with a fog-bell, the want of which is another defect at the old station, as the distance from the track of vessels going up or down the bay is so great that it would be useless if put there, as it could not be heard. This station is also in a bad state of repair. The rain, in windy weather, beats through the old masonry of the tower, flooding the inside of the structure, and frequently damaging the material in charge of the keeper.

If a light-house were built at the place referred to, viz, near the outer extremity of the shoal, and provided with a fog-bell, it would supply a defect long felt by the commerce of Chesapeake Bay, and render the maintenance of an almost useless light unnecessary. It is recommended, therefore, that an appropriation be made to build a light-house on Thomas's Point Shoal, supplied with a fog-bell, to take the place of a light-house on Thomas's Point. The estimated cost is \$20,000.

268. *Love Point Shoal, mouth of River Chester, Maryland.*—An appropriation of \$15,000 was made last year by Congress for a light-house on the shoal at the mouth of river Chester, near the north end of Kent Island, the exact location of which was fixed at a point on the shoal in 10 feet water, mean tide, distant from the north end of Love Point about one and a quarter miles in a northeasterly direction. The light-house is a duplicate of that erected in the river Choptank. A contract was made for the construction of this work, (after public advertisement for bids,) and it was expected that the work would have been completed the fall of last year. Unforeseen delays, however, were experienced by the contractor, in consequence of which it was found necessary to defer work till the spring of the present year. The lateness of the season, and several severe gales, however, caused further delay, so that it was not finished till August 1. The light was exhibited August 15. A fog-bell, struck by machinery, at intervals of five seconds, is provided.

— *Craighill Channel Range Beacons, Chesapeake Bay, Maryland.*—

An appropriation was made by Congress at its last session for two beacon-lights to mark the range of the channel just below the mouth of the river Patapsco, which is being widened and deepened, under appropriations by Congress. The plans are now being prepared, after which the work of building will be commenced without unnecessary delay. The range will mark a channel which is perfectly straight, has deep water, and will shorten the distance to the port of Baltimore, for large vessels, by several miles.

— *Shipping Point, River Potomac, Virginia.*—Plans and specifications are being prepared for the small light, for which an appropriation was made, to mark the entrance to the anchorage of Shipping Point, river Potomac, Virginia. Some delay will doubtless be experienced, however, owing to the fact that an act of the State legislature will be required, ceding jurisdiction over this site before any work can be done. Steps will be taken at an early day to secure the necessary legislation in the case.

— *A first-order light-house at or near Poyner's Hill, a point about midway between Cape Henry and Body's Island light-house, sea-coast of North Carolina.*—The attention of Congress was drawn in the last annual report to the importance of speedily establishing a light-house to illumine the dark space of forty miles on the coast of Virginia and North Carolina between Body's Island and Cape Henry.

The recommendations contained in that report are again referred to, and the earnest attention of Congress called to the importance of establishing this needful light-house. The distance from Body's Island to Cape Henry is eighty miles, of which there is an unlighted space of forty miles. The land along the coast in this vicinity is low and in many places without trees, so that even in day-time there is danger of vessels getting into unsafe proximity to the coast before becoming aware of it. This danger is enhanced by the fact that vessels bound around Cape Hatteras from the northern and eastern ports keep well to the westward, in order to avoid the strong current of the Gulf Stream, and for the additional reason they have a favorable current of about a mile an hour, nearly as far as Hatteras, and a smoother sea in bad weather; but in the absence of powerful sea-coast lights sufficiently near each other to give warning of approach to danger, many vessels laden with valuable lives and cargoes are in danger of being lost between these points. It is now believed that the construction of this tower should be no longer delayed. A glance at the chart of the coast will show its importance. An appropriation therefor of \$50,000 is accordingly submitted to commence the work.

An appropriation was made about ten years ago for this light, but the money reverted to the Treasury. The light-house should be similar to that building at Body's Island, with a focal plane 150 feet above the sea, and visible at a distance of eighteen nautical miles. It is estimated that the total cost of a first-order light-house at this place will be \$95,000.

288. *Body's Island, sea-coast of North Carolina.*—After having contracted with the lowest bidders for furnishing material to be used in this structure, a working party was dispatched to build the necessary temporary quarters, store-house, roadway, &c., for landing and taking care of material. This having been done, work on the tower was commenced the latter part of November, 1871, and has steadily progressed since that time. The prevalence of storms in this vicinity has, however, retarded its progress to some extent, as was anticipated. The tower and keeper's dwelling are now well advanced toward completion. The

lantern was set in August, and the light will be exhibited for the benefit of commerce October 1, 1872.

The difficulty of landing material at this station necessitated the erection of a derrick in Roanoke Sound, in 6 feet water, at which vessels could lie and be discharged of the stone used in the foundation. This was successfully accomplished at little expense, though some delay was experienced owing to the want of promptness on the part of contractors for some of the material used in the structure. This work is built of the most substantial and durable material. It is 150 feet high, and will show a light of the first order, which can be seen about eighteen nautical miles. The base of the tower is a frustum of an octagonal pyramid, built of granite, surmounted by a brick shaft of the form of a frustum of a cone. The establishment of this light will supply a want long felt by the commerce of the country, as may be readily seen from the number of wrecks that have been strewn along the beach, from time to time, for twenty miles to the south, and the same distance north of the light-house. Efforts have been made to secure a correct list of the vessels that have gone ashore near this station, and the damage sustained by each, but up to the present time a full authentic list has not been obtained.

The following is a list of vessels that have gone ashore in this vicinity since the work of building the light-house was commenced, with such particulars as to tonnage, damage, &c., as could be ascertained :

List of vessels that have gone ashore at Body's Island, North Carolina, since the new light-house was commenced in July, 1871, as near as can be ascertained.

Name.	Class.	Tonnage.	Cargo.	Where bound.	When wrecked.
Muscovado.....	Brig.....	160	Sugar.....	Baltimore.....	July 23, 1871.
Marion.....	Schooner..	350	Iron.....	Savannah, Ga...	August 20, 1871.
Sarah Peters.....	Brig.....	180	Furniture, &c	Savannah, Ga...	December 13, 1871.
Baltic.....	Bark.....	360	Ballast.....	Saint Mary's, Fla.	February 7, 1872.
Willie.....	Schooner..	164	Sugar.....	Baltimore.....	February 14, 1872.
	Schooner..		Coal.....	South.....	March —, 1872.

The Marion escaped with a loss of \$8,000; the rest were total wrecks. If \$15,000 is allowed as the average value of each vessel, and \$10,000 the average value of cargo, we have in less than one year, viz, from June, 1871, to March, 1872, a loss to the commerce of the country of \$133,000, without taking into consideration the probable loss of life. Here is a loss of more than enough to build the light-house. Further comments on the importance of this structure, and the one (for which an appropriation is asked) between it and Cape Henry, are deemed unnecessary.

A complete record of all vessels that have gone ashore near Body's Island since the old light-house was destroyed by the confederates has been sought, but there seems to have been no authentic record kept by any of the inhabitants in the vicinity, and the information to be obtained is only vague, and to an extent unreliable, but it is well known that many valuable vessels, cargoes, and lives have been lost there every year.

299. *Roanoake Marshes, North Carolina, on the east side, and about in the middle of the narrow channel connecting Pamlico and Croatan Sounds, North Carolina.*—It was built in 1860, on what was at that time a marsh, which was dry or nearly so at low water. The foundation consists of seven wood piles covered with cast iron, the latter, when the structure

was first built, being screwed into the ground several feet. Since then the marsh has been washed away so that there are now 10 feet water at the light-house. The piles being of wood, as soon as they were exposed, by the washing away of the shoal below the depth covered by the cast-iron sleeve, were attacked by worms. In order to save the light-house from falling, three coppered piles were driven at each angle of the structure, capped by heavy squared timbers. A short time ago a raft drifted against the light-house and carried away three of the coppered piles above referred to. The house has settled some inches on the west side, and though the damage sustained by the striking of the raft has been repaired, it is not considered in a safe condition, nor can it be made so except at great expense, for which an appropriation would be necessary. It will be cheaper in the end to build a new structure, and an appropriation for this purpose is recommended. The estimated cost of a light-house near the present site, but in about 6 feet water, is \$15,000.

304. *Cape Lookout, near the extremity of the Cape, North Carolina.*—The repairs and renovations authorized by act of Congress will be taken in hand without delay. They are much needed, the keeper's dwelling being in a very dilapidated condition.



REPAIRS.

During the year repairs and renovations, more or less extensive, have been made at each of the following-named light-stations in the fifth district:

235. *Hog Island, Virginia, west point of Hog Island, Great Matchepungo Inlet.*

236. *Cape Charles, Virginia, entrance to Hampton Roads. .*

237. *Cape Henry, Virginia, entrance to Hampton Roads.*

240. *Craney Island, screw-pile light-house, Virginia, mouth of river Elizabeth.*

242. *Naval Hospital light, Virginia, on wharf at Naval Hospital, river Elizabeth.*

246. *Jordan's Point, Virginia, river James.*

247. *Cherrystone, Virginia, mouth of Cherrystone Inlet, Chesapeake Bay.*

248. *Back River, Virginia, entrance to Back River.*

249. *York Spit, screw-pile light-house, Virginia, easterly end of York Spit, entrance to river York.*

250. *New Point Comfort, Virginia, entrance to Mobjack Bay, Chesapeake Bay.*

251. *Wolf Trap, screw-pile light-house, Virginia, Wolf Trap Shoal, Chesapeake Bay.*

252. *Stingray Point, Virginia, mouth of River Rappahannock, Chesapeake Bay.*

253. *Windmill Point, screw-pile light-house, Virginia, Windmill Point Shoals, Chesapeake Bay.*

254. *Watt's Island, Virginia, Tangier Sound, Chesapeake Bay.*

255. *Jane's Island, screw-pile light-house, Maryland, Tangier Sound, Chesapeake Bay.*

256. *Somer's Cove, screw-pile light-house, Maryland, Tangier Sound, Chesapeake Bay.*

257. *Smith's Point, screw-pile light-house, Virginia, mouth of River Potomac, Chesapeake Bay.*

258. *Fog Point, Maryland, Smith's Island, Chesapeake Bay.*

259. *Clay Island*, Maryland, Tangier Sound, Chesapeake Bay.
260. *Point Lookout*, Maryland, entrance to River Potomac, Chesapeake Bay.
261. *Hooper's Straits*, screw-pile light-house, Maryland, off mouth of River Hoga, Chesapeake Bay.
262. *Core Point*, Maryland, mouth of River Patuxent, Chesapeake Bay.
263. *Sharp's Island*, screw-pile light-house, Maryland, mouth of River Choptank, Chesapeake Bay.
265. *Thomas's Point*, Maryland, north side of mouth of South River, Chesapeake Bay.
266. *Greenbury Point*, Maryland, mouth of River Severn, Chesapeake Bay.
267. *Sandy Point*, Maryland, Chesapeake Bay.
269. *Seven Foot Knoll*, screw-pile light-house, Maryland, mouth River Patapsco, Chesapeake Bay.
272. *Fort Carroll*, Maryland, River Patapsco.
273. *Hawkins's Point*, Maryland, River Patapsco.
275. *Leading Point*, screw-pile light-house, Maryland, River Patapsco.
276. *Lazaretto Point*, Maryland, River Patapsco.
277. *Pool's Island*, Maryland, off mouth of River Gunpowder, Chesapeake Bay.
278. *Turkey Point*, Maryland, mouth of the River Elk, head of Chesapeake Bay.
279. *Fishing Battery*, Maryland, mouth of River Susquehanna, Chesapeake Bay.
280. *Havre de Grace*, Maryland, Concord Point, mouth of River Susquehanna, Chesapeake Bay.
281. *Piney Point*, Maryland, River Potomac.
282. *Blackstone's Island*, Maryland, entrance Clement's Bay, River Potomac.
283. *Lower Cedar Point*, screw-pile light-house, Virginia, Yates's Shoal, River Potomac.
284. *Upper Cedar Point*, screw-pile light-house, Maryland, off mouth Tobacco River.
285. *Fort Washington*, Maryland, River Potomac.
286. *Jones Point*, Virginia, River Potomac, near Alexandria.
289. *Cape Hatteras*, North Carolina, Cape Hatteras.
296. *Neuse River*, North Carolina, west side of entrance to River Neuse.
297. *Pamlico Point*, North Carolina, south side of entrance to River Pamlico, Pamlico Sound.
299. *Koanoke Marshes*, screw-pile light-house, North Carolina, east side of channel connecting Pamlico and Croatan Sounds.
301. *North River*, screw-pile light-house, North Carolina, on bar at entrance to North River. A fog-bell has been placed at this station.
302. *Wade's Point*, screw-pile light-house, North Carolina, west side of River Pasquotank, Albemarle Sound.

The following are the names of the light-stations in the fifth district not mentioned elsewhere:

239. *Old Point Comfort*, Virginia, entrance to Hampton Roads.
243. *White Shoals*, Virginia, River James.
244. *Point of Shoals*, Virginia, River James.
270. *North Point*, (lower,) Maryland, entrance to River Patapsco, Chesapeake Bay.

271. *North Point*, (upper,) Maryland, River Patapsco, Chesapeake Bay.

287. *Bowler's Rock*, screw-pile light-house, Virginia, River Rappahannock.

290. *Cape Hatteras Beacon*, North Carolina, Cape Hatteras.

291. *Ocracoke*, North Carolina, entrance to Ocracoke Inlet.

292. *Southwest Point Royal Shoal*, screw-pile light-house, North Carolina, Pamlico Sound.

293. *Northwest Point Royal Shoal*, screw-pile light-house, North Carolina, Pamlico Sound.

294. *Harbor Island*, screw-pile light-house, North Carolina, between Pamlico and Core Sounds.

295. *Brant Island Shoal*, screw-pile light-house, North Carolina, Pamlico Sound.

298. *Long Shoal*, screw-pile light-house, North Carolina, east end of Long Shoal, Pamlico Sound.

300. *Croatan*, screw-pile light-house, North Carolina, Pamlico Sound.

303. *River Roanoke*, screw-pile light-house, North Carolina, near mouth of River Roanoke.

LIGHT-SHIPS.

238. "*Willoughby Spit*," entrance to Hampton Roads, Virginia.

The completion of the screw-pile light-house on "*The Thimble*" shoal will enable the board to remove this light-ship on the 1st of October next. This is the only light-ship in the fifth district.

FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

There are no fog-signals operated by steam or hot-air engines in this district.

DAY OR UNLIGHTED BEACONS.

Names and positions of the day or unlighted beacons in the fifth district:

Smith's Point, port side of mouth of River Potomac, old tower.

Bodkin's Point, south side of mouth of River Patapsco, old tower.

Day's Point, half a mile from Day's Point, River James, iron shaft with cage on top.

Woodstock, entrance into Bell's Bay, &c., North Carolina.

Hunting Quarter, Core Sound, mid-channel, spar with barrel.

Wilson's Bay, Core Sound, mid-channel, spar with barrel.

Piney Point, Core Sound, mid-channel, two spars with barrels.

Yellow Shoal, Core Sound, mid-channel, spar with barrel.

There are, besides the above-named beacons, forty stake-beacons planted to mark channels in Core Sound and other places.

DEPOTS.

Lazaretto Point, River Patapsco, Maryland.—A large number of spar buoys were manufactured to supply the places of those lost or rendered unserviceable in the northern part of the district. The stone sea-wall was repaired, and the place put in good condition. During the winter the frame-work of the screw-pile light-houses was prepared here.

Portsmouth, Virginia.—The buoy depot at Portsmouth, Virginia, was finished about seven months ago, and it is now in full working order.

It is in good condition, well kept, and admirably adapted to its purposes; a great saving to the Government not only in rents, but in protection to public property.

SIXTH DISTRICT.

The sixth district extends from New River Inlet, North Carolina, to and including Cape Canaveral light-house, Florida, and embraces part of the coast of North Carolina, the coasts of South Carolina and Georgia, and part of the coast of Florida.

Inspector.—Captain Richard T. Renshaw, United States Navy, until January 18, 1872; Commander Charles S. Norton, United States Navy, present inspector.

Engineer.—Major Peter C. Hains, United States Engineers, brevet lieutenant-colonel, United States Army.

In this district there are:

Light-houses and lighted beacons, (including those in process of construction),	36
Light-ships.....	4
Fog-signals operated by steam or hot-air engines.....	0
Day or unlighted beacons.....	43
Buoys actually in position.....	224
Spar-buoys, (for relief and to supply losses).....	22
Tenders (steam) Alanthus (buoy-tender) and Dandelion, (used in engineer's constructions and repairs).....	2
Tender (sail) Mignonette, (used in engineer's constructions and repairs).....	1

The numbers preceding the names of the stations correspond with those given in the "List of Light-Houses, Lighted Beacons, and Floating Lights of the Atlantic, Gulf, and Pacific Coasts of the United States," published January 1, 1872.

307. *Oak Island beacons, at the south entrance to River Cape Fear, North Carolina.*—These beacons mark the range over the bar at the Oak Island entrance to river Cape Fear. They are, however, badly located, being so near each other that considerable deviation from the true course is necessary to make them appear to separate. The front beacon is an open-frame frustum of a square pyramid resting on a rail tramway, which allows of its being moved to the right or left, to suit the changes in the channel. The rear light is placed on a wooden tower, immediately over the center of the keeper's dwelling. The shore-line at this place, as at many others on the southern coast, is not permanent, being washed away by the abrasive action of the sea. The latter has gradually encroached upon the land, till at present the high-water mark is only a few feet from the front beacon, which renders it in imminent danger of being destroyed in any southeasterly gale. The two beacons being already so close together as to have their usefulness seriously impaired, the front beacon cannot be moved back any farther. To move both would be an expensive undertaking at this place, and would necessitate the discontinuance, for a time, of the lights; besides, there is no appropriation available. It would be more satisfactory, and doubtless cheaper in the end, to build two new frame beacons detached from the keeper's dwelling. The present ones could then remain as they now are until the new ones are established. By this means the change would cause no inconvenience to commerce, and such locations and relative elevation could be given them as would make them much more useful than they now are.

It is very important that this range be well maintained, as the channel which it marks is the most reliable, permanent, and the deepest of

the several entrances to River Cape Fear. An appropriation of \$4,000 is therefore asked to re-establish the range.

314. *Morris Island range-beacon, (rear.) south end of Morris Island, South Carolina.*—There are two beacons on Morris Island, both of which are very low. They answer their purpose very well, however, so far as marking the line of range for crossing the bar of the main ship or "Pumpkin Hill Channel" into Charleston Harbor; but it is highly important, also, that one of these beacons should be made to answer the purpose, in addition, of a sea-coast light. This cannot be done by using either of the present towers. The front beacon has on it a light which can be seen from any direction at sea; the rear one has only a small angle of visibility, being intended only to mark a range-line. The former can only be seen at the level of the sea at a distance of five miles, or, estimated from the deck of a vessel 15 feet above the level of the sea, a distance of nine and a half miles; and the light being only of the fifth order, and red, is not visible at this distance, except on very clear nights.

Previous to the war, there was a sea-coast tower and light at this station, and the same reasons that existed for establishing it then, exist still. It will be observed, by reference to the chart, that along the coast, from Cape Romain to the River Saint John continuous shoals extend out from the main-land to a considerable distance, in many places reaching out as far as six and seven miles. Timely warning of their proximity is necessary for the safety of the lives and cargoes of the large number of vessels that pass them. This can only be given by the establishment of sea-coast lights, or by placing light-ships outside of them. The latter is by far the most expensive plan, besides being open to serious objections. The present light, owing to want of sufficient range, leaves a dark space on the South Carolina coast, between it and Hunting Island, which should be lighted. This can and should be done by making a new rear tower on Morris Island, 150 feet above the sea, and establishing on it a first-order sea-coast light. It is estimated that the cost of making this change would be \$85,000, for which an appropriation is asked.

316. *Sullivan's Island range-beacons, Charleston Harbor, South Carolina.*—An appropriation was made by act of Congress approved March 3, 1871, for range-beacons to guide into Charleston Harbor, after passing the bar of the main ship-channel. At the date of last report plans and specifications were prepared, but, owing to certain laws of the State of South Carolina, a satisfactory title to a site on Sullivan's Island could not be obtained without further legislation on the part of the State. As this would have caused considerable delay, and might not have been obtained after all, and as, under the act approved July 12, 1870, the appropriation would revert to the Treasury at the end of the fiscal year, application was made to the War Department for permission to establish the beacons on the land held by the Government at Fort Moultrie. This permission was given, but the location was hardly as good as might have been obtained elsewhere, under more favorable circumstances. So far, however, as its value to commerce is concerned, the range is a good one. The front beacon is a frame structure resting on the parapet of the fort. The rear one is an open-frame square pyramid. The keeper's dwelling is detached. The beacons and dwelling were finished in June, and the lights exhibited July 15. On the same night the light of the Weehawken light-ship was discontinued, and, a few days after, the vessel was withdrawn.

The "Weehawken," light-ship marked the wreck of the monitor of that

name; this obstruction has been partially removed, and the remainder, it is reported, has sunk deeply into the sand. The lights of the Sullivan's Island range are red. Besides marking the range from Pumpkin Hill Bar, they mark a good range over the Southwest Bar, so that vessels coming up from southerly ports can enter Charleston Harbor at night, without the necessity of going up to the main ship-channel, thereby saving a run of several miles.

317. *Fort Sumter Beacon, Charleston Harbor, South Carolina.*—This beacon formerly stood on the east face of Fort Sumter, but on account of the meliorations that are being made in the fort it became necessary to remove it to the center of the southwest face. The beacon was also in need of considerable repairs. The change of position and repairs were made from the general appropriation for repairs and incidental expenses of light-houses.

— *Light-house on or near Hunting Island, entrance to Saint Helena Sound, South Carolina.*—An appropriation was made by act of Congress for a second-order light-house at or near Hunting Island. Under the law governing this appropriation, the light-house site must be selected from lands now owned by the Government. A personal examination was recently made of the locality by the district engineer. There are only two positions that give suitable sites for this light-house, one on the north side of Saint Helena Sound, on Edisto Island, near the southern extremity, and the other at a point some distance south of the site of the former light-house on Hunting Island. It is understood, however, that the Government does not own any land on Edisto Island. In this case it will be necessary to place the light on Hunting Island, where it is known the Government does own land. The objection to this side of Saint Helena Sound lies in the fact that the island is being washed away by the abrasive action of the sea upon its low banks. A survey was made, under the direction of the district engineer, of the north end of the island, from which it appears that about one hundred and fifty acres of this portion of the island have been washed away, the present shoreline having receded about half a mile from its position as given by the Coast-Survey chart of 1869. There is deep water now where at that time there was dry land. The Government formerly owned a tract of fifty acres of that portion of the island which has been washed away. Owing to the danger to which a light-house site on the north end of Hunting Island will be subjected, and the provisions of the act which make it necessary to select a site on land owned by the Government, it will perhaps be necessary to erect such a structure as could be removed in case of necessity to some other place. An iron light-house would answer this purpose, but an additional appropriation will be necessary to complete the work. An appropriation of \$50,000 is accordingly asked, and the light should be of the first instead of the second order, as named in the last appropriation bill.

321. *Tybee light-station, Tybee Island, entrance to River Savannah, Georgia.*—The recommendation contained in the last annual report is again made. As then stated, the tower is not in a safe condition, owing to the damage it sustained in the cyclone of 1871. This tower is very old, having been built in 1793. It is a frustum of an octagonal pyramid, built of Savannah brick. Five of its faces show dangerous cracks. As stated in a previous report, its great age, and neglect during the war, render it impracticable to properly repair it. An appropriation of \$50,000 is therefore asked to commence the building of a new structure. This can be done without delay on Government land near the site of the present tower.

323. *Tybee Knoll, River Savannah, Georgia.*—A light-ship is now stationed off Tybee Knoll, in the River Savannah, which could readily be dispensed with in case a screw-pile light-house was built at this place. An appropriation was made by Congress for this purpose, but reverted to the Treasury under the operation of the act approved July 12, 1870.

A screw-pile light-house will serve the purposes of navigation quite as well as the light-ship, and the expense of maintenance will be considerably lessened. Borings were made more than a year ago, to determine the character of the foundation; it was found to be soft mud to a depth of 19 feet. A light-house on five or six hollow cast-iron piles, with large flanges to give bearing, could be built at very little more than the usual cost of such structures. Its erection would insure the permanent removal of the light-ship, which is now in need of extensive repairs. It is estimated that the cost of this light-house will be \$18,000, and an appropriation of this amount is recommended.

— *Daufuskie Island range-beacons, Calibogue Sound, South Carolina.*—As stated in the last annual report, plans and specifications were prepared, and the securing of proper sites was only necessary in order to commence the work. The sites were selected on the northeastern end of Daufuskie Island; in the aggregate, they amount to five acres. The investigation of the title was intrusted to the United States district attorney for the district in which the land lies, but, owing to the difficulty of procuring information bearing on this subject, and to the loss of records during the war, considerable delay was experienced. It was not until June 13 that the district attorney reported on its validity, which report was approved by the Attorney-General of the United States on the 3d of August. No further delay is now apprehended, and it is proposed to let out the work by contract without delay. The front beacon is to be an open-frame structure; the rear one, a small tower built on the keeper's dwelling. The lights will be of the fifth order, both white.

— *Day-beacons in the River Savannah, Georgia.*—The four day-beacons on Jones's and Long Islands, which were built entirely of wood, were destroyed by the burning of the high marsh-grass. They were rebuilt without delay, and the precaution was taken to have the grass cut in the vicinity. It would be more economical, however, to use iron beacons, which would not be subject to this danger. The estimated cost of four such beacons to replace the frame ones is \$2,500, and an appropriation for this purpose is asked.

— *Light on the obstructions in River Savannah, Georgia.*—It is proposed to extinguish this light as soon as the obstructions are removed by the Engineer Department of the Army. It is expected that this work will be accomplished during the present season.

326. *Fig Island, on the east end of Fig Island, River Savannah, Georgia.*—A new landing was built at this station, as the old one had rotted away. The house had other repairs made, and was painted throughout.

331. *Saint Simon's light-station, north side of the entrance to Saint Simon's Sound, Georgia.*—This light-house, which was contracted for in the fall of 1869, was delayed from various causes, the death of the contractor and one of his bondsmen (each while successively superintending the work) being the main cause. At date of last report the tower was 51 feet high. It was then taken in hand by the surviving bondsman, and by him the work has been completed. The tower is built of brick, of the form of a frustum of a cone, focal plane 108 feet above the sea-level, and will show a fixed light of the third order, varied by flashes alternately red and white, the interval between the

flashes being one minute. The light was exhibited for the first time on the night of September 1, 1872.

333, 334. *Amelia Island north range-beacons, at entrance to Fernandina Harbor, Florida.*—The work on this range was commenced in December, 1871, and finished in May, 1872. The rear light is mounted on the keeper's dwelling, and the front one on an open-frame square pyramid, which rests on a tramway, and can be moved to the right or left, to conform to the changes in the bar which are generally effected after a severe northeasterly or southeasterly gale. The lights at this station were exhibited June 1, 1872.

338. *Dame's Point screw-pile light-house, off Dame's Point, River Saint John, Florida.*—This structure was framed at the workshops at Lazaretto Point, Maryland, during the winter, and the iron-work prepared under contract. In March, 1872, a working party was dispatched to erect the structure, which was completed in June. The light-house stands on a shoal in 8 feet of water. It is built on six wood piles, with cast-iron sleeves, and has two fender-piles, one up and the other down stream. The light, which is fixed white, was exhibited July 15, 1872.

339. *Saint Augustine light-house, north end of Anastasia Island, Florida.*—A site for this light-house, for which an appropriation was made by Congress, was selected about half a mile from the old tower. The lot consists of five acres.

Considerable difficulty and delay were experienced in procuring a valid title and complying with the necessary legal forms incident to the purchase of land by the Government, in consequence of which, work on the tower was not commenced until late in the spring. Borings were made to test the character of the foundation, which was found to be fine sand with some loam, to a depth of about 15 feet, where loose coquina shell was encountered, underlying which is a stratum of compact coquina, called, in this section of the country, *coquina rock*, but of such character as to be totally unfit to enter into the construction of a light-house.

Previous to commencing work on the tower it was necessary to build a wharf and store-sheds, and temporary quarters for the men; also a tramway for moving with facility the material from the landing to the site. Contracts were made, after public advertisement, with the lowest bidders for furnishing the iron and brick. The latter have all been delivered, and there are now at the site sufficient brick to complete the work. All the iron work is on the way. Unfortunately, the last appropriation was so small that operations may have to be suspended by December for want of funds. The foundation of the tower was finished July 29, 1872, and the tower is now several feet above the ground. The base is to be an octagonal pyramid, on which will rest a frustum of a cone. It will be 150 feet high, and show a light of the first order. There is no good building-sand in this locality, and it has to be procured at a distance and transported to the site. This is a source of additional expense, but one absolutely necessary to insure good work.

Observations show that the water has again commenced washing away the shore. At date of last report, high-water mark was 48 feet from the corner of the old tower; it is now about 35 feet distant. It is desirable, therefore, as the old tower may be destroyed at an early day, that this work be finished with as little delay as practicable, and an appropriation of \$25,000 is asked for this purpose. This amount is necessary to complete the work.

— *Mosquito Inlet, east coast of Florida.*—In common with all the inlets and harbors on the east coast of Florida, this bar shifts con-

stantly, so that no soundings can be relied on. The general effect of westerly winds is to reduce the depth of water, and that of northeasterly gales to increase it; thus the inlet may be opened or closed one or more times each year. The wrecks lying on or near the bar give a practical illustration of the uncertainty of the channel. For all practical purposes of construction of a light-house, it may, however, be safely assumed that the material can be delivered without any very serious difficulty or delay, although additional expense would be incurred by reason of the remoteness of the station, and the small-sized vessels that would be required for transportation. As regards the necessity of a light at this point, it is manifest that the commerce passing through the inlet would not justify an expenditure by the United States for a light for merely local purposes, or at least that there are other points that may justly take precedence of it. But a light-house between Saint Augustine and Cape Canaveral lights is necessary, as one of a system of coast lights, and Mosquito Inlet is undoubtedly the proper site, and, in the first place, the light there would answer the double purpose of a harbor and coast guide, and in the second, for a landing-place, both for the original construction and subsequent supply and inspection, which could be made with more safety and certainty there than at any other point along the open-sea beach. A tower 150 feet high, lighted by a first-order Fresnel lens, is recommended for this position, and for the commencement of its construction an estimate of \$60,000 is submitted.

REPAIRS.

At each of the following-named light-stations in the sixth district there have been repairs and renovations, more or less extensive, during the last year, viz:

- 310. *Cape Romain*.—Raccoon Key, South Carolina.
- 313, 314. *Morris Island range-lights*, entrance to Charleston Harbor, South Carolina.
- 317. *Fort Sumter*, Charleston Harbor, South Carolina.
- 318. *Castle Pinckney*, Charleston Harbor, South Carolina.
- 319. *Combahee Bank*, entrance to Saint Helena Sound, South Carolina.
- 321, 322. *Tybee light and beacon*, Tybee Island, Georgia.
- 324. *Cockspur*, River Savannah, Georgia.
- 325. *Oyster-Beds Beacons*, River Savannah, Georgia.
- 326. *Fig Island*, River Savannah, Georgia.
- 327, 328. *Sapelo light and beacon*, entrance to Doboy Sound, Georgia.
- 329, 330. *Wolf Island*, entrance to Doboy Sound, Georgia.
- 332. *Little Cumberland Island*, entrance to Saint Andrew's Sound, Georgia.
- 335, 336. *Amelia Island light and beacon*, Saint Mary's Bar, Fernandina, Florida.
- 337. *River Saint John*, south side of entrance to Jacksonville, Florida.

The following are the names of light-stations in the sixth district not mentioned elsewhere:

- 305. *Federal Point*, New Inlet, River Cape Fear, North Carolina.
- 309. *Georgetown*, entrance to Winyaw Bay, South Carolina.
- 311. *Bull's Bay*, Bull's Island, South Carolina.
- 340. *Cape Canaveral*, on northeast pitch of cape, east coast of Florida.

LIGHT-SHIPS.

"Frying-Pan Shoals," off Cape Fear, North Carolina.—This vessel was taken from her station on the 2d of June, 1872, and sent to Wilmington, North Carolina, where she is undergoing extensive repairs. Her place is supplied temporarily by Relief No. 32.

"Rattlesnake Shoal," off Charleston Harbor, South Carolina.—The present vessel on this station was placed on this station September 11, 1871. She has received no repairs and requires none; is a new vessel, and is in very good condition.

"Weehawken," entrance to Charleston Harbor, South Carolina.—The vessel lately on this station was placed in position over the wreck of the Monitor Weehawken June 23, 1865. Her general condition is good. The wreck having been removed by the Engineer Department of the Army, and range-lights having been established on Sullivan's Island to mark the main ship channel, the light-ship was removed July 15, 1872.

"Martin's Industry," off Port Royal, South Carolina.—The vessel now on this station was placed on her present station September 1, 1871, having been thoroughly repaired at Charleston, South Carolina, in August, 1871. She is in good condition.

"Tybee," on Tybee Island Knoll, mouth of River Savannah, Georgia.—This vessel has been on the station for over three years, or since June, 1869. No repairs have been made since, except new standing rigging. Her general condition is very bad, and she is not worth repairs. A small screw-pile light-house should take the place of this light-ship, being more economical in maintenance, and to save the very considerable expense of her necessary repairs.

Relief No. 30.—This vessel was taken from Rattlesnake Shoal and condemned as unfit for service, in August, 1871. By authority of the Secretary of the Treasury, after removing everything from her of value to the light-house establishment, she was sold at public auction for \$916, and the amount was turned into the Treasury.

Relief No. 32.—This vessel was stationed at Charleston, South Carolina, as a relief light-ship, until June, 1872, when she was placed on Frying-Pan Shoals, till the proper light-ship for that station can be repaired. She will require a new gang of rigging before winter; otherwise, her condition is good.

FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

There are no fog-signals operated by steam or hot-air engines, in this district.

DAY OR UNLIGHTED BEACONS.

The following is a list of the unlighted beacons in the sixth district:
Bald Head, mouth of the river Cape Fear, old tower, discontinued on the establishment of Frying-Pan Shoal light-vessel.

Price's Creek, River Cape Fear, discontinued during the rebellion, not relighted.

Campbell's Island, River Cape Fear, discontinued during the rebellion, brick house, with iron lantern.

Orton's Point, River Cape Fear, discontinued during the rebellion, open frame beacon.

Fort Point, Georgetown, South Carolina, discontinued during the rebellion.

Battery Light, (White Point Garden,) iron spindle, light discontinued during the rebellion.

Cape Romain, old tower, near present light-house.

Savannah City Beacon, iron spindle, light discontinued during the rebellion.

River Saint John, Florida, old tower.

Dumb-Beacons at Oyster Rocks, River Savannah, near Cockspur Island. iron-pile beacons.

River Savannah day-marks.

River Saint John, Florida, wooden piles.

DEPOT.

Fort Johnston, Charleston Harbor, South Carolina.—The wharf at this depot is in a very dilapidated state. Many of the piles have been eaten away by the worms. Repairs of a temporary nature have been made, but it will be necessary to secure another site, as the present one is too much exposed to northerly winds, which render it frequently impossible, for days at a time, for vessels to lie there; and even in calm weather there is danger in getting to and from it, on account of the eddies in the current, and the proximity of the stone jetties thrown out to protect the shore from the abrasive action of the sea.

SEVENTH DISTRICT.

The seventh district extends from (but does not include) Cape Canaveral to, and including, Cedar Keys, Florida.

Inspector.—Commander C. A. Babcock, United States Navy, to April 13, 1872; Commander Albert Kautz, United States Navy, present inspector.

Engineer.—Lieutenant-Colonel C. E. Blunt, Corps of Engineers, brevet colonel, United States Army.

In this district there are:

Light-houses.....	11
Light-ships.....	0
Fog-signals, operated by steam or hot-air engines.....	0
Day or unlighted beacons.....	20
Buoys actually in position.....	30
Spare buoys for relief and to supply losses.....	60
Tender (steam) <i>Arbutus</i> , (employed by the engineer in construction and repairs)...	1
Tender (sailing-schooner, buoy-tender) <i>Florida</i>	1

The numbers preceding the names of stations correspond with those of the Light-House List of the Atlantic, Gulf and Pacific Coasts of the United States, issued January 1, 1872.

344. *Alligator Reef, Florida Reefs*.—The preparations for the erection of the new iron-pile light-house, of the first order, on this reef, have been continued and completed. These preparations consist in the construction at Indian Key, the selected depot, (being four miles from the reef and the nearest land,) of a building for quarters for mechanics and laborers, with a capacious cistern, and ample storage-room in the cellar. a smithery and a large shed for the iron-work and other material for the light-house, whence it can be transported as wanted to the reef. A fuel-wharf has also been built, adjoining which the coal for the tender and other purposes is stored. The temporary platform on the site of the light-house has also been finished.

The piles, foundation-disks, and first section of the light-house were

delivered at Indian Key by the contractor, in January, 1872, and the remainder of the work at the close of the year. The steam-engine for hoisting pile-driver hammers, and other purposes, the pile-driver shears, forges, &c., &c., were also received in January.

The site selected is at the northeast end of the reef, about 30 yards from the site of the day-beacon "C;" the position is an excellent one, and the foundation found, by boring and driving test-rods into the coral, to be very good. The work of erection of the light-house has now been fairly commenced, and will be prosecuted as rapidly as possible until the available funds are exhausted.

Three foundation-disks have been accurately placed, and the center and northwest piles have been driven. The average penetration of these piles into the coral, the 2,000-pound hammer falling 18 feet average, was 1 inch per blow.

The funds will not be sufficient to complete the structure, and an additional appropriation of \$25,000 is asked for.

347. *Key West*.—A new lantern has been made and shipped to this station, and will be erected at an early day.

REPAIRS.

At each of the following-named light-stations in the seventh district there have been repairs, more or less extensive, during the last year.

342. *Cape Florida*, coast of Florida.

243. *Cary's Fort Reef*, Florida Reefs.

351. *Egmont Key*, Tampa Bay, Florida.

352. *Seahorse Key*, Cedar Keys, Florida.

The following are the names of lights in the seventh district not otherwise mentioned:

341. *Jupiter Inlet*, between Jupiter Inlet and Gilbert's Bar, Florida.

344. *Alligator Reef*, Florida Reefs, Florida.

345. *Dry Bank*, off Dry Bank, near Coffin's Patches and Sombrero Key, Florida Reefs, Florida.

346. *Sand Key*, Florida Reefs, Florida.

347. *Key West Harbor-light*, on Key West Island, Florida.

348. *Northwest Passage*, Key West, Florida.

349. *Dry Tortugas*, on Loggerhead Key, Florida.

350. *Dry Tortugas Harbor*, on Fort Jefferson, on Garden Key, one of the Tortugas group, Florida.

LIGHT-SHIPS.

There are no light-ships in this district.

FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

There are no fog-signals operated by steam or hot-air engines in this district.

DAY OR UNLIGHTED BEACONS.

Florida Reef beacons.—Four new iron day-beacons, marking the line of the Florida Reefs, have been erected, viz: "E" on Coach Reef, "F" on Pickle's Reef, "C" on French Reef, and "P" on Fowey Rocks, the latter a very important one. During the next year the erection of these im-

portant aids to navigation will be continued as rapidly as the other necessary works in the district will permit.

DEPOT.

Egmont Key, Tampa Bay, Florida.—This depot is situated in the seventh district, was built by the engineer of the eighth district, having been commenced and finished during the year. The building is of wood, stands on thirty-three piles, and is 30 feet by 60 feet on the outside. A tramway provided with a car, on a platform 208 feet long and 6 feet wide, which is supported by palmetto piles, connects it with the wharf. The wharf, 20 by 60 feet, built on palmetto piles, was constructed in 16 feet of water on the outer edge. These piles were procured on the key. The depot stands on the east side of the key, a small island two and a half miles long by a quarter of a mile broad. It is provided with twenty-eight wooden rollers, each two feet long and one foot in diameter, which materially assist in the handling of the bnoys. The building is of the most substantial character, and was put up entirely by hired labor.

EIGHTH DISTRICT.

The eighth light-house district extends from Cedar Keys, Florida, to the Rio Grande, Texas, and embraces a part of the Gulf coast of Florida and the coasts of Alabama, Mississippi, Louisiana, and Texas.

Inspector.—Commander William P. McCann, United States Navy, until September 5, 1871; Commander Robert Boyd, United States Navy, present inspector.

Engineer.—J. H. Simpson, Colonel, Corps of Engineers, brevet brigadier-general, United States Army.

Assistant Engineer.—Captain A. N. Damrell, Corps of Engineers, brevet major, United States Army.

In this district there are:

Lights and lighted beacons.....	5
Light-ships, (in position)	1
Light-ships, (for relief)	
Fog-signals operated by steam or hot-air engines	2
Day or unlighted beacons	17
Buoys actually in position	1
Spare buoys for relief and to supply losses	15
Tenders (steam) Geranium, (buoy-tender) Ivy, (used in engineer's constructions and repairs)	2
Tender (sail) Magnolia, (used in engineer's constructions and repairs)	1

The numbers preceding the names of stations correspond with those of the List of Light-Houses, Lighted Beacons, and Floating Lights of the Atlantic, Gulf, and Pacific Coasts of the United States, issued January, 1872.

353. *Saint Marks, Florida.*—The light-house is in very good condition generally, but the engineer reports the land in front of the house as washing away, and though the building is in no imminent danger, it is threatened with peril from very heavy storms.

354. *Dog Island, Saint George's Sound, Florida.*—The brick tower is in a very precarious situation from wearing of the beach. It has been expected for several years that the first heavy gale from the southeast would undermine and overturn it. Some time ago the precaution was taken of driving a triple row of piles about six feet long in a circle around the foundation, at a distance from its outside of about ten feet.

and filling in between the piling and the tower to the depth of about three feet with concrete, with a smooth cement surface on top. A storm about six months ago washed away the sand on the south side nearly to the bottom of the piles, tore some of them out, and broke up the concrete. The tower was undermined on this side and settled, so that now it leans toward the south, about one foot out of the perpendicular. It might be preserved for some time by correcting the fault of inclination, driving piles around the base and concreting as before, only carrying both piles and concrete to a greater depth. But as it would eventually be swept away by the encroachments of the sea, it is considered better to transfer the lantern and lens from the tower and place them on the keeper's dwelling, which is on screw-piles and farther from the beach than the tower. This will be done, and it will be necessary to strengthen the piles by the usual iron braces, of which this building is destitute. To effect the change will require \$2,500, and the arrangement ought to secure the light for a number of years, except in case of some extraordinary storm.

— *Saint Andrew's Bay, Florida.*—Between Cape San Blas and Pensacola there exists an extent of one hundred and twenty miles of unlighted coast, and it is therefore recommended that there be established a fourth-order light at the entrance of Saint Andrew's Bay, thirty miles northwest of Cape San Blas. It would not only be useful as a coast light, but as a guide to the entrance of Saint Andrew's Bay, a very fine harbor of refuge. The light-house would probably be of the ordinary screw-pile character, though a critical examination of the ground might warrant the erection of a small brick or iron tower as more preferable. But no matter what plan might finally be selected, the cost would be about the same, and an appropriation of \$22,000 is asked for.

— *Upper part of Pensacola Bay, Florida.*—Preparations are in progress looking to the establishment of six day beacons, consisting simply of bunches of palmetto piles, bound together by three iron bolts to each beacon, and capped with sheet-zinc on their tops, the center pile projecting above the others and surmounted by a barrel. They are to serve as aids to navigation in Santa Maria de Galvaez and Blackwater Bays, branches of Pensacola Bay, the Board having authorized their construction. The cost of these six beacons is estimated at \$606. The inspector of the district has recommended the establishment of two lights in these waters; one to be a fifth-order screw-pile structure, in five feet water, off White's Point, near the mouth of Santa Maria de Galvaez Bay; the second to be a fifth-order light placed on the keeper's dwelling, situated on the point of land opposite Pierce's Point, at the head of Blackwater Bay, and a little over eleven nautical miles from the first-named light.

359. *Sand Island, off Mobile Harbor, Alabama.*—A temporary frame tower, with fourth-order lens, erected to replace a brick tower destroyed during the war, exists at this station, but is in danger of destruction by the encroachments of the sea, making it highly desirable that the new tower in progress be speedily completed. Indeed, it is on this account that the old one has been twice removed back from the water. The island lies three miles south of the mouth of Mobile Bay and is merely a bank of sand, about four hundred acres in extent, constantly changing its outline. The new tower has been located in what is, apparently, the most stable part of the island. During the previous fiscal year the work was commenced by the construction of a wharf and pier over 1,000 feet long, and continued early in the present fiscal year by the erection of quarters for the workmen and store-rooms, but the work was checked

by illness of employes from malarial complaints. The foundation, consisting of a double course of sill timbers resting on one hundred and seventy-one piles and overlaid with a depth of 12 feet of concrete, was put down. At the close of the present year, the tower had reached a height of 9 feet 6 inches above the grade line, and is progressing rapidly. It is to be a conical brick shaft, the well containing the iron stairway being also of conical form, with a height of focal plane of 125 feet above the grade line, to be provided with a lens of the second order. The granite-work about the entrance and windows is taken from the ruins of the old tower. Plans and estimates have been made for a double frame dwelling of two stories. Sand Island beacons, Nos. 1 and 2, were entirely destroyed during the war. A previous report recommended their re-establishment as soon as the new light would be in operation. The object of the first, taken in connection with the main light, is to range vessels over the outer bar, and if the second, taken in connection with beacon No. 1, to form a range which shall prevent vessels from getting on the west bank to the northward of Sand Island. The shipping interests of Mobile strongly urge the re-establishment of these minor lights. Inasmuch as the present appropriation is inadequate to complete even the tower, not counting the cost of keeper's dwelling, and the two beacons, an appropriation of \$20,000 is asked for.

360. *Mobile Point, entrance to Mobile Harbor, Alabama.*—A temporary light-house, standing on the southwest bastion of Fort Morgan, now marks the entrance to Mobile Bay, but is about to be replaced by a fourth-order iron tower 30 feet in height from base to focal plane, and, like the temporary frame, will stand on the same bastion, giving the light an elevation of 45 feet above the sea level. During the past fiscal year a neat and substantial frame dwelling of four rooms was added to the old one-room house of the keeper. The wharf at the fort was extended and repaired in conjunction with the Engineer Department of the Army, nine iron screw-piles from abandoned light-houses of another district and masses of brick for riprapping from the ruins of the old Sand Island tower being used for the purpose. The extinguished beacons Nos. 3 and 4 are recommended to be re-established. The two together will range the east bank in the same manner that Sand Island beacons will range the west bank. In addition, No. 4, in connection with the main light, will range the channel northwest one-half north and guide vessels to clear the Middle Ground. Both these beacons, like those at Sand Island, are highly important to the commercial interests of Mobile. It is believed that on the completion of the tower funds sufficient for the erection of the beacons will remain on hand.

— *Mobile Bay range-lights, Alabama.*—Six temporary beacons to mark the channel over Dog River and Choctaw Pass Bars were authorized and put up during the year. Two are on shore, being elevated on poles, and those in the water on wooden piles, and all lighted by ordinary lanterns. The General Government and the State are both now engaged in increasing the depth and extending the length of the channel, so that it will ultimately be about 45,000 feet long. On its completion a different arrangement of the beacons will be necessary, and when the change is required, it would be highly advisable to alter at the same time the present style of temporary beacons to a more durable form of structure when the time for making the alteration draws near. The lighting of the beacons is now cared for by a party under contract, but it is intended to place it in charge of the keeper of Battery Gladden light-house, using one of the launches belonging to the Light-House Estab-

lishment, and the additional assistance of two sailors. By this system a considerable sum can be saved yearly.

361. *Battery Gladden, Mobile Bay, Alabama.*—The light-house marking the entrance to Mobile Harbor was undertaken and finished during the year. The light replaces an extinguished one that stood on Choctaw Point, at the west side of the mouth of river Mobile, and is a frame dwelling on five wrought-iron screw-piles, surmounted by a fourth-order lantern, of the general design for screw-pile light-houses. The site is an artificial island made by the confederates during the civil war as a defensive work for the city of Mobile, and lies at the head of Mobile Bay, five-eighths of a mile east of Choctaw Point. The iron and wood work, prepared by contract at the North, and the building, was put up by hired labor; the work commencing in December, 1871, by erecting a temporary wharf and workmen's quarters, was furnished March 11, 1872, and lighted for the first time the 8th of April following.

— *Horn Island, Mississippi Sound, Mississippi.*—The establishment of a light at the eastern end of Horn Island is recommended as being necessary toward the completion of aids to navigation in Mississippi Sound. It is much needed both in the navigation of the sound and in the use of Horn Island Pass from the Gulf to the sound. The light-house should be of the ordinary screw-pile character, and would require an appropriation of \$22,000.

366. *Cat Island, Mississippi Sound, Mississippi.*—All material for the screw-pile light-house at this station was shipped from the North and delivered to Cat Island July, 1871. Malarial illness prostrated many of the laborers, and seriously retarded the work. The building is of the ordinary form of screw-pile light-houses, square in plan, and supported on five piles. It was lighted for the first time December 15, 1871. The illuminating apparatus is a fifth-order Fresnel lens, showing a fixed white light, varied by flashes, and has its focal plane 45 feet above the mean level of Mississippi Sound.

369. *Saint Joseph's Island, Mississippi Sound, Mississippi.*—The light-house, a substantial wooden structure, resting on five wooden piles, situated 300 feet north of the most southerly point of the island, a low, marshy plat of land, about half a mile long, and not 400 feet wide in the broadest part, about eight acres in extent, elevated only 3 feet above low water, is in danger of destruction from the abrasion of the eastern shore of the island by the action of the waves. It had been previously attempted to preserve the light-house by a riprapping of 120 tons of brick from the old Cat-Island tower, and spreading thereon 54 cubic yards of concrete, but this proving insufficient, it is now proposed to build a breakwater around from the north to the south sides, about 275 feet in length, as the only economical means of protecting it. The breakwater will be of palmetto piles, (the only kind of wood which resists the attack of the sea-worm in this latitude,) bound on its inner and outer faces with string-pieces, and securely braced at intervals of 12 feet with palmetto logs, abutting against piles of the same. A contract to build the breakwater at the rate of \$13 per foot has been submitted and approved by the board, and the work is to be completed not later than the 1st of February next.

373. *Point aux Herbes, Lake Pontchartrain, Louisiana.*—A fifth-order light has been authorized, but the site for the purpose has not yet been secured. Plans and estimates have been prepared, preparatory to commencing work as soon as the purchase of the site shall have been effected. The light-house will be a wooden building 28 feet square, surmounted by a lantern, with lens of fifth order, and in design the

same with all screw-pile light-houses built in this district. The sub-structure, however, instead of being of iron, will be five brick pyramidal piers, 4 feet square at the base, and a little over 8 feet in height, resting on a bed of concrete 18 inches in depth at the center, which will overlay a grillage of two courses of timber, each 6 inches in thickness, the sub-soil of the site being considered too soft and yielding to permit the use of screw-piles. An appropriation of \$15,000 is available.

378. *Pass Manchac, Lake Pontchartrain, Louisiana.*—A breakwater 200 feet long was built at a cost of \$7.50 per linear foot at the east side of the light-house, to protect it from the destructive action of the waves. The work has two faces, meeting at an angle of 120°, is built of sawed 12-inch by 12-inch yellow pine piles, connected by two courses of 10-inch by 10-inch stringers, faced with sheet-piling of 3-inch plank, and capped with the same. All the piling has a penetration of 8 feet, and the breakwater projects above the surface of the land, on which it is principally located, 7 feet.

— *Errol Island, Gulf of Mexico, Louisiana.*—A light-house has been recommended to be established at this locality as necessary, to fill the gap of fifty-two miles in sea-coast lights existing between Chandeleeur Island and Pass à l'outre, but no exact survey has yet been made on which to base an estimate for an appropriation.

380. *Pass à l'outre, river Mississippi, Louisiana.*—A 12-inch steam fog-whistle has been put up, and is now in operation at this light-house.

382. *Head of the Passes, river Mississippi, Louisiana.*—The light-house being in danger of destruction from the washing of the river bank, it has been removed 200 feet farther inland to a place of greater security, and the building is now being repaired and strengthened. A breakwater formerly protected the site, but a large portion of it was carried away in a gale, last October.

383. *Southwest Pass, River Mississippi, Louisiana.*—It has already been reported that the foundation for a new light-house at the station was completed. A first-order iron tower is under contract in the North, and will be erected on its site during the coming year. The old light-house and dwelling are not in very good condition, but will answer all purposes until the completion of the new tower. By the act of Congress approved June 10, 1872, an appropriation of \$25,000 has been granted for completing the erection of this tower. A 12-inch steam fog-whistle has been set up, and is now in operation at this light-house.

385. *Timbalier, Timbalier Bay, Louisiana.*—A first-order iron tower, to be elevated on screw-piles, is under contract in the North. Its design is a skeleton frame-work with a spiral stairway inclosed by sheet-iron, giving access to the lantern, and provided with keeper's dwelling in the lower part of the tower. It will be placed in the water, under the lee of West Timbalier Island. As the available funds are insufficient to finish the erection of the building, it is deemed advisable to store the iron until an additional appropriation of \$44,000 can be granted by Congress for its completion.

387. *Southwest Reef, Atchafalaya Bay, Louisiana.*—The iron screw-pile tower has already once been seriously damaged in a storm by the waves breaking the cast-iron floor of the lower story, and is in danger of being carried away altogether by any hurricane which may visit this vicinity. The lower story, now used as a part of the keeper's quarters, will be replaced by an open iron frame-work. An appropriation of \$5,000 is asked to make the change.

— *Grand Lake, Louisiana.*—Application has been made by parties interested for the establishment of a light or lights in Grand Lake to

accommodate the commerce seeking an outlet to the Gulf by way of the river Atchafalaya. The subject has not yet been fully examined, but there seems to be little doubt that a light-house at the northern end of the lake near Chicot Pass, would be of great benefit. The land in most places is high, with soil suitable for foundation, and could be purchased at from \$5 to \$10 per acre, and a light-house can be constructed, without doubt, at a small expense, but the board are not prepared to recommend an appropriation therefor.

388. *Trinity Shoal, Gulf of Mexico.*—This is an extent of fifteen miles of hard sand, on over 6 miles of which there is less than 12 feet of water, lying 20 miles south of the Louisiana coast. A skeleton iron tower, exactly similar to that for Timbalier, is in course of preparation, under contract in the North. It will probably be located in 14 feet water, and the light, which will be of the first order, will have an elevation of about 131 feet above the sea. A survey of the shoal has just been completed by the Coast Survey. The iron-work will be ready for delivery at an early date, but, for lack of funds adequate to complete the erection, will have to be stored until an additional appropriation is granted, and \$44,000 is asked for it.

389. *Calcasieu, mouth of River Calcasieu, Louisiana.*—A site for a new light-house has been surveyed and steps have been taken toward the purchase of the land, the matter having been placed in the hands of the United States district attorney, who has not yet been heard from. The structure is to be a fourth-order iron tower, similar to that at Southwest Reef, with focal plane of about 50 feet, supported on hollow cast-iron screw-piles, four in number, and strengthened by braces abutting against four exterior piles. The tower will be sheathed with plate-iron. It is already contracted for in the North, and will be erected on its site during the coming year.

392. *Bolivar Point, entrance to Galveston Bay, Texas.*—The foundation of this light-house was completed previous to the last annual report. It is to be a conical sheet-iron tower inclosing a wall of brick; the focal plane of the light (third order) to be 110 feet above the base. When the tower had reached a height of 40 feet the past April, work was suspended by order of the board for want of funds. A new appropriation of \$10,000 having been granted, the construction party will very shortly recommence and the tower be completed at an early date. The lens and all the iron-work are on the ground.

396. *Matagorda, entrance to Matagorda Bay, Texas.*—An appropriation of \$20,000 having been made, a new site for an iron tower similar to that at Bolivar Point, to be provided with a third-order light, has been selected nearly two miles from the old destroyed tower, from which nearly all the iron will be serviceable for the new one. At the close of the year the foundation was under way, and it is proposed to continue the work until the present appropriation is exhausted, when it must be suspended until an additional appropriation of \$12,000 is granted to complete it, which is included in the estimates.

397 and 398. *West Shoal and East Shoal, entrance to Matagorda Bay, Texas.*—The screw-pile light-houses were prepared, and a party organized at Baltimore, in the fifth district, for their erection. They were built simultaneously, and finished in the month of March last. Both lights are on screw-piles. The West Shoal light-house being nearest the Gulf, exhibits a *white* light, and the East Shoal, about one-half mile distant, shows a *red* light.

401. *Brazos Island Beacon, Texas.*—This is the last light but one that exists on the Texas coast before reaching the Mexican boundary. The

present wooden tower is decayed, and is subject to destruction in heavy gales. The vibration of the building in storms causes the breaking of the glass in the lantern, and it is highly important that something be done at this station at an early day. A new light-house of the ordinary screw-pile character of iron foundation is recommended. The distance of the station and the high prices ruling there would enhance the cost of the building above the ordinary rates for such structures even in this district, and an appropriation of \$25,000 is asked.

REPAIRS.

At each of the following-named stations in the eighth district there have been repairs, more or less extensive, during the past year:

- *Buoy and coal depot, Fort Pickens, Florida.*
- 369. *Saint Joseph's Island, Mississippi Sound, Mississippi.*
- 380. *Pass à l'Ouvre, River Mississippi, Louisiana.*
- 386. *Ship Shoal, Gulf of Mexico, Louisiana.* The entire building had the rust scraped off, cleansed with acid and coal-tarred, and a new incinerator furnished. The fog-bell, which had been only temporarily hung, was permanently fitted in an iron frame.

It is proposed to make repairs at the following-named stations in the eighth district during the coming year:

- 353. *Saint Mark's, Florida.*
- 355. *Cape Saint George, Florida.*
- 356. *Cape San Blas, Florida.*
- 363. *East Pascagoula River, Mississippi.*
- 364. *Ship Island, Mississippi Sound, Mississippi.*
- 368. *Morrill's Shell Bank, Mississippi Sound, Mississippi.*
- 369. *Saint Joseph's Island, Mississippi Sound, Mississippi.*
- 372. *West Rigolets, entrance to Lake Pontchartrain, Louisiana.*
- 374. *Port Pontchartrain, Lake Pontchartrain, Louisiana.*
- 377. *Tchefuncte River, Lake Pontchartrain, Louisiana.*
- 379. *Chandeleau, Gulf of Mexico, Louisiana.*
- 381. *South Pass, River Mississippi, Louisiana.*
- 384. *Barrataria Bay, Louisiana.*
- 386. *Ship Shoal, Gulf of Mexico, Louisiana.*
- 399. *Half-Moon Reef, Matagorda Bay, Texas.*

The following are the names of the light-stations in the eighth district not mentioned elsewhere:

- 357. *Pensacola, south side Pensacola Bay, near Barrancas, Florida.*
- 362. *Round Island, off Pascagoula, Mississippi.*
- 365. *Biloxi, entrance Biloxi Bay, Mississippi.*
- 367. *Pass Christian, six and one-half miles northwest of Cat Island.*
- 370. *Rigolets, (Pleasanton's Island,) mouth River Pearl.*
- 371. *Proctorville Beacon, near fort at Proctorville, Lake Borgne.*
- 375. *Bayou Saint John, five miles north of New Orleans.*
- 376. *New Canal, entrance New Canal, Louisiana.*
- 390. *Sabine Pass, on Brant Point, east side entrance river Sabine.*
- 391. *Galveston light-vessel, inside Galveston Bar, Texas.*
- 393. *Half-Moon Shoal, in Galveston Bay, between Pelican Island and Dollar Point, Texas.*
- 394. *Red-Fish Bar, to mark channel across Red-Fish Bar, Galveston Bay, Texas.*

395. *Clopper's Bar*, to mark channel across Clopper's Bar, Galveston Bay, Texas.

400. *Aransas Pass*, on Low Island, inside Aransas Pass, Texas.

402. *Point Isabel*, at Point Isabel, Brazos Santiago, Texas.

LIGHT-SHIPS.

"Galveston," inside of Galveston Bar, Texas.—This vessel is very much in want of repair, and she leaks so much that she cannot be kept afloat. She will be removed at once, and a chartered vessel will be procured as a temporary substitute and until the Galveston can be repaired.

There are no other light-ships in this district.

FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

Pass à L'outre.—A 12-inch steam-whistle, in good condition.

Southwest Pass.—A 12-inch steam-whistle, in good condition.

DAY OR UNLIGHTED BEACONS.

The day-beacons of the eighth district are all in good condition as far as known, except the one at Stake Island, Southwest Pass, which requires a very trifling strengthening of the bracing to make it more secure.

Day-beacons in Mississippi Sound have been authorized by the board to be established at Horn Island, Round Island, Biloxi, and Pass Christian, and it is proposed to erect them during the coming year. There are five old wrought-iron screw-piles in store, which will answer the purpose, and will be used.

An iron day-beacon about 20 feet in height, and of the form of a tripod surmounted by a hoop-iron globe, has been erected to take the place of the wooden one destroyed in the heavy gales of last fall at Pass à L'outre. It rests on three hollow cast-iron piles filled with concrete.

A day-beacon of the same design as that at Pass à L'outre, but of a height of 50 feet, has been put up in place of a wooden one that was damaged at Stake Island, mouth of river Mississippi, in the same storms that destroyed the Pass à L'outre Beacon.

DEPOTS.

Depot at Head of the Passes, River Mississippi.—This building is in fair condition, but threatened by the wearing away of the river-bank. The cost of protective works to insure the safety of the building, makes it a question as to whether it would not be advisable to remove the depot back from the river; as in the case of the light-house, or to abandon the site for some other eligible location in the western portion of the district.

The cost of everything that enters into light-house construction on the Mexican Gulf coast is exceedingly high compared with other parts of the Union; the small number of cities where supplies necessary can be obtained at any price, in a district extending over one thousand miles of coast, measured on the shortest line, not taking into consideration the bays, sounds, and estuaries; the delays experienced from illness among working-parties from malarial fevers; the soft and yielding nature of the land and shoals in the greater part of the district, making the operation of putting down foundations difficult and ex-

pensive; the unreliable means of communication with distant field-parties, by reason of the deficiency of railroads and packet-lines, have prevented the board from completing many of the works in the eighth district.

TENTH DISTRICT.

The tenth district extends from the mouth of River Saint Regis, New York, to include Grassy Island light-house, River Detroit, Michigan, and embraces all the aids to navigation on the American shores of Lake Erie, Lake Ontario, and River Saint Lawrence.

Inspector.—Commodore Gustavus H. Scott, United States Navy, until 18th September, 1871; Commodore Napoleon Collins, United States Navy, present inspector.

Engineer.—Major George L. Gillespie, Corps of Engineers, brevet lieutenant-colonel, United States Army.

In this district there are:

Light-houses and lighted beacons.....	5
Light-ships	1
Fog-signals operated by steam or hot-air engines.....	1
Day or unlighted beacons	1
Buoys actually in position.....	7
Spare buoys for relief to supply losses.....	3
Tenders.....	1

The numbers preceding the names of stations correspond with those of "Light-House List of the Northern Lakes and River Coasts of the United States," issued January 1, 1872.

461. *Cross-Over Island, River Saint Lawrence, New York.*—The tower and dwelling are both in very bad condition, and are not worth repair. The tower is of wood, and rises from the roof of the brick dwelling; the timber is so decayed, and the interior framing so badly arranged, that water finds its way into the interior at all points of the connection with the roof. The brick of which the old dwelling is built were originally very inferior, and have been so injured by frosts that the walls are now unserviceable, and cannot be used for supporting any new work. They were sheathed on the outside with boards, in 1869, but this was a temporary expedient, serving only to relieve the cold and dampness of the dwelling, until the whole could be renewed. An appropriation of \$11,000 is required for a new tower and dwelling.

470. *Oswego, Lake Ontario, New York.*—A small frame beacon, with a focal plane 23 feet above the lake-level, was established at the end of the pier, and a communication with the main light formed by a strong elevated wall. The apparatus used is a lens of the sixth order, showing a fixed white light.

471. *Fair Haven, Little Sodus Bay, Lake Ontario, New York.*—An appropriation was made, March 3, 1871, for the erection of a pier, light-house, and dwelling at this station. In May, 1871, a lot of four acres, the smallest which could be obtained, was purchased on the west bank, as the site for the keeper's dwelling. No work was done during the working season on account of the delay of the seller in presenting warranty deed for the light-house lot for examination. Finally, in May, 1872, the title-papers were presented, but not proving acceptable to the United States district attorney they were returned. Having determined early in the spring to build the frame beacon, irrespective of the dwelling, sealed proposals were publicly invited for the necessary materials. No bids were offered. The materials were accordingly purchased in open

market at Oswego, New York, and framing done there by days' labor. The beacon was shipped from Oswego in May, 1872, erected on the west pier, and the light exhibited June 10, 1872. The apparatus is a Fresnel lens of the fourth order, arc 270° , showing a fixed white light. The height of focal-plane above the lake-level is 34 feet. Should the Board not be able to obtain title to the lot selected, another will be purchased on the opposite side of the bay upon which to erect the keeper's dwelling.

— *Thirty-mile Point, Lake Ontario.*—It is recommended that a lake-coast light be established near the point where the boundary line between Niagara and Orleans Counties intersects the south shore of Lake Ontario. The point is designated on some maps as Thirty-mile Point, being just thirty miles from the mouth of Niagara River. The necessity for this light will be apparent when it is considered that the first light to the eastward of the mouth of the Niagara River is at Oak Orchard, New York, a fourth-order light on a pier, and which, from its re-entrant position, can be of but little service to shipping making the Welland Canal. The light proposed is of the third order. An appropriation therefor is required of \$30,000.

478. *Fort Niagara, mouth of Niagara River, New York.*—An appropriation was made, March 3, 1871, for rebuilding the light-house at this station. Immediately after the passage of the act plans were prepared for the new buildings, sealed proposals were publicly invited for the delivery of the necessary building-materials, and contracts made. The former light was placed on one of the old military buildings of the fort, and unsuccessful efforts were made to locate the new tower within the walls, being near the point which the light is intended to mark, the main object, however, being to serve as a lake-coast light, but it was found that the only place practicable was the lot on which stands the light-keeper's dwelling; this, although further from the point than is desirable, serves very well for both of the above purposes. Work was commenced in July, 1871, and pushed rapidly, but cold weather coming on unusually early, masonry was suspended November 30, 1871. Work was resumed April 15, 1872, and the light exhibited June 10, 1872. The tower and oil-room were completely finished June 27, 1872. When it was decided to place the tower upon the light-house lot, a careful inspection of the bank of the river showed that some protection should be made to arrest the abrasion constantly in operation by the currents and the ice of the river. A thick, low, rubble-stone wall was run along the greater part of the shore, near the water edge, and behind this the bank was terraced and sodded. Six heavy timber jettées, 14 feet to 30 feet in length, filled with stones, were run out from the wall perpendicular to the shore. These have caused the water to shoal, and, it is believed, now perfectly protect the lot. The station is now in fine order.

480. *Buffalo breakwater, (north end,) Lake Erie, New York.*—The work in progress at the date of last report was suspended again September 9, 1871, on account of the continued and irregular setting of the pier of protection, and was not resumed during the working season further than to throw in some heavy stone around northwest corner, to prevent the undermining of the crib, and to protect the angles of the crib with a sheathing of boiler-iron against injury from ice. Work was resumed as early in the spring as the ice would permit, and has been continued, with a few interruptions, to date. The interior finish of the house was completed on the 10th July. The fog-bell is suspended on the exterior, and the striking-apparatus, occupying one of the rooms of the dwelling, has been properly adjusted to strike three times in quick succession, at

intervals of thirty seconds, during foggy weather. The lens is of the fourth order, arc 360° , and the light shown is a fixed red.

485. *Erie Harbor, Pennsylvania*.—An appropriation was made, March 3, 1871, for renovating this station. It was expended in raising the roof, renewing the brick-work around windows, renewing floors, replastering the house, renewing the barn, and building a fence partially around the buildings. The station is in good order.

488. *Presqu'île beacon-range No. 3, Erie Harbor, Lake Erie*.—A small octagonal frame tower has been erected upon the east end of the north pier, to mark the extremity of the new extension. The height of focal plane above lake-level is 12 feet. The apparatus is a sixth-order lens showing a fixed white light.

— *Presqu'île, Lake Erie, Erie, Pennsylvania*.—An appropriation was made, June 10, 1872, for building a light-house on the north shore of the peninsula covering the harbor of Erie. Plans have been prepared, and proposals will be publicly invited at an early day for the delivery of the necessary building-materials. The buildings will consist of a tower and keeper's dwelling attached, and will be built of limestone. The apparatus will be a Fresnel lens of the fourth order, revolving, showing a white light. The height of focal-plane above lake level will be 45 feet.

491. *Conneaut, Lake Erie, Ohio*.—An appropriation was made, March 3, 1871, for building a light-keeper's dwelling at this station. Proposals were publicly invited for its construction, and a contract was made. The contract has been satisfactorily executed excepting a part of the interior finish. The dwelling is a one-story and attic frame structure, with an oil-room, and is situated on the left bank of the stream, a short distance from the piers.

492. *Ashtabula, Lake Erie, Ohio*.—An appropriation was made, March 3, 1871, for building a light-keeper's dwelling at this station. Proposals were publicly invited for its construction, and a contract was made. The contract has been satisfactorily executed, and the building has been accepted. It is a building of the same character as that at Conneaut, Ohio, and is situated on the left bank of the stream, within the township of Ashtabula. The beacon on the east pier is very old and dilapidated, and by the irregular setting of its crib has been much thrown out of verticality. It should be removed, and a pier-head beacon should be established in its stead. The appropriation required is \$3,400.

493. *Grand River, Lake Erie, Fairport, Ohio*.—Work in progress at date of last report was so far completed as to exhibit the light from the new tower on the 11th of August, 1871. The new building and oil-room were completed 20th of October, 1871. The order of the original light was not changed. The east pier of entrance to the harbor at this station is being extended 400 feet, and as the frame beacon is very old and needs renewing, it should be taken down and a new frame beacon should be erected at the pier-head of the new extension. An appropriation is required of \$3,400.

495. *Cleveland, Lake Erie, Ohio*.—The work of building the stone wall enclosing the lot, in progress at date of last report, was completed in July. Proposals were publicly invited for the necessary building-materials for the new tower and dwelling, and a contract was made for the stone. One bid was offered for the brick, but as the sample presented was of a very inferior kind, it was rejected. No bid was offered for lumber. The stone were delivered in November, and the winter was consumed in dressing them, and in preparing all the necessary carpentry. On account of the great fire in Chicago, it was found impossible to buy

Cleveland, at anything like a reasonable price, brick at all suitable for exterior work. The engineer, therefore, was compelled to make a contract with a firm at La Salle, New York, for the supply of the brick needed. This season has been most unfavorable for their manufacture, and the contractors have not supplied them at the time nor in the quantities expected. A small lot has been delivered, and the work of construction has advanced to 5 feet above the water-table. On the 15th of July it was expected that the full amount ordered would have been delivered, and that after that date the construction would advance without interruption.

498. *Black River, Lake Erie, Ohio.*—This station has no keeper's dwelling. An appropriation of \$4,000 is required for the construction of a frame dwelling similar to the one at Ashtabula, Ohio.

499. *Vermillion, Lake Erie, Ohio.*—The house and lot purchased in this village for the use of the light-keeper were transferred to the United States in April. A few alterations have been made to the house to furnish accommodations for oil, and a cellar, a neat inclosure, and a stone sidewalk have been added. The station is in fine order.

500. *Huron, Lake Erie, Ohio.*—An appropriation was made March 3, 1871, for building a light-keeper's dwelling at this station, and a lot has been purchased for it. There was great delay in making the title-papers satisfactory to the district attorney, but they have been perfected at last, and have been forwarded to the Attorney-General of the United States for examination and approval. The construction of the dwelling is under contract, and work will commence immediately after the acceptance of the title-papers by the Attorney-General.

508. *Maumee outer range, (rear,) Toledo, Ohio.*—Work in progress at date of last report was satisfactorily completed in October. The dwelling was accepted, and the keeper immediately installed. There are two points in the southwest channel through Maumee Bay, Ohio, which require to be marked by day-beacons. The one is in the position now occupied by red can-buoy No. 2, and the other is that occupied by black can-buoy No. 1. Vessels making the harbor frequently strike these buoys and either break their moorings or drag them out of the place, to the great embarrassment of shipping. Vessels are continually grounding in the bay from this cause. The foundation and superstructure of the beacons should be made of 12-inch pine timber, framed and bolted like ordinary crib-work for harbor-piers, and filled with heavy stone; the foundation to be 30 feet square, sunk in 10 feet water, and its exposed angles protected by piling. The superstructure will be sheathed on the outside with heavy oak timber. The whole will be surmounted by an iron cage. One beacon will be painted red and the other black. An appropriation of \$12,000 is required for these beacons.

511. *Maumee inner range, (front,) Toledo, Ohio.*—A frame buoy-house has been built on the water-front of the light-house property. It is established about 200 feet from shore upon a crib of protection 25 feet square, sunk in 6 feet of water.

514. *Gibraltar, mouth of River Detroit, Lake Erie, Michigan.*—An appropriation was made June 10, 1872, for rebuilding tower and keeper's dwelling at this station. It is proposed to remove the old tower, relinquish the site, and to erect the new buildings upon the light-house lot. Sealed proposals will be publicly invited at an early day for the supply of the necessary building-materials. The plans contemplate a tower, and dwelling attached, constructed of brick. It is expected to complete the work before the close of the working season.

REPAIRS.

At each of the following-named stations in the tenth district there have been repairs and renovations more or less during the year:

- 461. *Cross-Over Island*, New York, River Saint Lawrence.
- 462. *Sister Islands*, New York, River Saint Lawrence.
- 464. *Rock Island*, New York, River Saint Lawrence.
- 469. *Oswego*, New York, Lake Ontario.
- 470. *Oswego pier-head light*, New York, Lake Ontario.
- 473. *Big Sodus beacon*, (rear,) New York, Lake Ontario.
- 474. *Big Sodus*, New York, Lake Ontario.
- 475. *Genesee*, New York, Lake Ontario.
- 476. *Genesee beacon*, Lake Ontario, moved to end of pier.
- 477. *Oak Orchard beacon*, Lake Ontario, moved to end of pier.
- 479. *Horseshoe Reef*, Buffalo, New York, lantern changed.
- 482. *Buffalo*, New York.
- 483. *Dunkirk*, New York, Lake Erie.
- 489. *Peninsula range No. 1*, Lake Erie.
- 490. *Peninsula range No. 2*, Lake Erie.
- 494. *Grand River*, Fairport, Ohio, Lake Erie.
- 504. *Green Island*, Lake Erie, Ohio.
- 505. *West Sister*, Lake Erie, Ohio.
- 506. *Turtle Island*, Maumee Bay, Ohio.
- 508, 510, 511, 512. *Maumee ranges*, Toledo, Ohio.
- 513. *Monroe*, Lake Erie, Michigan.
- 515. *Mamajuda*, River Detroit, Michigan.
- 516. *Grassy Island*, Detroit River, Michigan.

Stations at which repairs in the tenth district will be made during the next year:

- 462. *Sister Islands*, River Saint Lawrence, New York.
- 464. *Rock Island*, River Saint Lawrence, New York.
- 465. *Tibbets's Point*, Lake Ontario, New York.
- 479. *Horseshoe Reef*, Buffalo, New York.
- 483. *Dunkirk*, Lake Erie, New York.
- 491. *Conneaut*, Lake Erie, Ohio.
- 500. *Huron*, Lake Erie, Ohio.

The following are the names of the light-stations in the tenth district not mentioned elsewhere:

- 460. *Ogdensburgh*, River Saint Lawrence, New York.
- 463. *Sunken Rock*, River Saint Lawrence, New York.
- 466. *Galloo Island*, Lake Ontario, New York.
- 467. *Sackett's Harbor*, Lake Ontario, New York.
- 468. *Stony Point*, Lake Ontario, New York.
- 472. *Big Sodus*, Lake Ontario, New York.
- 481. *Buffalo breakwater*, (south end,) Buffalo, New York.
- 482. *Buffalo*, Lake Erie, New York.
- 484. *Dunkirk beacon*, Lake Erie, New York.
- 486. *Presquisle range*, No. 1, Pennsylvania.
- 487. *Presquisle range*, No. 2, Pennsylvania.
- 496. *Cleveland*, No. 1, Ohio.
- 497. *Cleveland*, No. 2, Ohio.

- 501. *Cedar Point*, Sandusky Bay, Ohio.
- 502. *Cedar Point Beacon range*, Sandusky Bay, Ohio.
- 503. *Marblehead*, Sandusky Bay, Ohio.
- 507. *Maumee outer range*, (front,) Ohio.
- 509. *Maumee middle range*, Ohio.

LIGHT SHIPS.

There are no light-ships in this district.

FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

There are no fog-signals operated by steam or hot air in this district.

DAY OR UNLIGHTED BEACONS.

There are no day-beacons in this district.

DEPOT.

The construction of a wharf for the use of the light-house depot at Buffalo, New York, in progress at the date of last report, was prosecuted satisfactorily during the summer, and completed September 30, 1871. This wharf is 264 feet long, by 12½ feet wide, and is sunk 6 feet below low-water mark. At a distance of 3 feet in front of the wharf a row of protecting piles has been driven, 4 feet from center to center, and confined at top with walling pieces bolted through and through to each pile with seven bolts. During the winter it was found that snow penetrated the roof of the store-house and damaged articles in store there. The slate were removed in June, new boards and felting put on, and the slating renewed. The foundation of the exterior stairs being cracked and sunken, was removed and rebuilt; the decayed sleepers of the second floor were replaced by sound ones, and additional supporting-timbers placed underneath. All the buildings of the station have been painted, a new fence built in front, with spikes on top to exclude trespassers, and the grounds planted with shade-trees and grass. A commodious boat-house for two boats has been built at the east end of the wharf. The station is now in fine condition.

TENDER.

There is now no tender in the tenth district; and the Haze, belonging to the eleventh district, is used for supplying the lights in the tenth district, and for buoy service. The great distances between the extremes of the tenth and eleventh districts make it necessary to have another tender, to be used in the former for inspector's and engineer's purposes, and an estimate is submitted therefor.

ELEVENTH DISTRICT.

The eleventh district embraces all aids to navigation on the northern and northwestern lakes above Grassy Island light-house, River Detroit, and includes Lakes Saint Clair, Huron, Michigan, and Superior.

Inspector.—Commodore Alexander Murray, United States Navy.

Engineer.—Major O. M. Poe, Corps of Engineers, brevet brigadier-general, United States Army.

There are in this district :

Light-houses and lighted beacons.....	91
Light-ships.....	none
Fog-signals operated by steam or hot-air engines.....	7
Day or unlighted beacons.....	1
Buoys actually in position.....	13 ⁴
Spare buoys for relief and to supply losses.....	99
Tender (steam) Haze, buoy-tender and supply-vessel, (common to tenth and eleventh districts).....	1
Tender (steam) Warrington, (used in engineer's constructions and repairs).....	1
Tender (sail) Belle, (used in engineer's constructions and repairs).....	1

The numbers preceding the names of stations correspond with the "Light-House List of the Northern and Northwestern Lakes of the United States," issued January 1, 1872.

520, 521. *Saint Clair Flats Canal*.—These two light-houses were completed as proposed in the last annual report, and were lighted for the first time on the night of November 15, 1871. Simultaneously the temporary lights were discontinued. It was found that the foundations were liable to injury from the impact of rafts in tow of steam-tugs, as well as from other causes not connected with the construction. They were protected by special constructions, which thus far have proven perfectly satisfactory.

522. *Fort Gratiot, Lake Huron, Michigan*.—The steam fog-whistle under construction was completed in good time last season, and was in operation during all the thick and smoky weather consequent upon the great fires in the Northwest of last fall. Its use was most opportune, and the signal gives great satisfaction.

— *A light-house between Fort Gratiot and Point aux Barques, Lake Huron, Michigan*.—The recommendation contained in the last annual report is renewed, together with the estimate of the cost of a suitable structure. This light-house is one of the coast-lights of the general system, and is not intended to serve any local interest. Its value to the general commerce will be great, as it will divide the long distance of seventy-five miles between Point aux Barques and Fort Gratiot.

528. *Thunder Bay Island, Lake Huron, Michigan*.—The steam fog-whistle under construction at this station at the date of the last annual report was duly completed, and has rendered excellent service.

532. *Spectacle Reef, Lake Huron, Michigan*.—At the date of the last annual report (July 1, 1871,) the crib, 92 feet square, with a central opening of 48 feet square to receive the coffer-dam which was to form the pier of protection, as well as a landing-place for materials during the building of the light-house, was in course of construction at Scammon's Harbor. The original intention was to put the crib in position in four sections, but upon further consideration it was decided to attempt placing it as a whole upon the reef, which was successfully accomplished, as is detailed hereafter.

In order to get accurate soundings to guide in shaping the bottom of the crib, and to fix with a degree of certainty the position of these soundings and that to be occupied by the crib, the following method was pursued: Four temporary cribs, each 15 feet by 25 feet, of round timber, were placed in from 8 to 10 feet of water, in a line corresponding with the proposed eastern face of the pier of protection, and filled to the level of the water with ballast-stone. These four cribs were then decked over and connected together. Upon the pier thus formed about seventy cords of ballast-stone were placed, ready at the proper time to be thrown into the crib forming the pier of protection. The lower two complete courses of the pier of protection, having been fastened together by screw-bolts, forming a raft, constituting a ground-plan of the pier of

protection, were then towed from the harbor where framed to the reef, and moored directly over the position to be occupied by the finished pier. Its position was marked upon the temporary pier referred to above, and soundings taken at intervals of two feet along each timber in the raft, thus obtaining accurate contours of the surface of the reef within the limits of these timbers. The raft was then towed back to the harbor, hauled out upon ways, and by means of wedges of timber the bottom was made to conform to the surface of the reef. The raft, now become the bottom of the pier of protection, was then launched, and additional courses of timber built upon it, until its draught of water was just sufficient to permit its being floated into position on the reef, at which time it was estimated that the top of the pier would be one foot out of water.

The depth of water on the reef at the points to be occupied by the four corners of the pier of protection was found to be as follows: At northeast corner, 10 feet 6 inches; at northwest corner, 13 feet; at southwest corner, 14 feet 6 inches; and at southeast corner, 9 feet 6 inches; the position to be occupied by the pier of protection having been so chosen that the sides would correspond to the cardinal points of the compass. Meanwhile five barges at the harbor had been loaded with ballast-stone, making, together with those on the temporary pier at the reef, 290 cords (about 1,800 tons) at command, with which to load the pier of protection and secure it to the reef as soon as it should be placed in position.

On the evening of the 18th of July, 1871, everything being in readiness, and the wind, which had been blowing freshly from the northwest for three days previously, having somewhat moderated, at 8 p. m. the tugs Champion (screw-propeller) and Magnet (side-wheel) took hold of the immense crib and started to tow it to the reef, fifteen miles distant, followed by the Warrington (screw-propeller) having in tow the schooner Belle, (the two having on board a working force of 140 men,) the tug Stranger (screw-propeller) with barges Ritchie and Emerald, and the tug Hand with two scows of the Light-House Establishment. The barge Table Rock, with fifty cords of stone on board, was left in reserve at the harbor. The construction-scow, with tools, &c., on board, was towed with the crib. At 2 a. m. next morning, six hours after starting, the fleet hove to off the reef awaiting daylight and the abatement of the wind, which had again freshened up. At 6½ a. m., it having moderated, the pier, with considerable difficulty, was placed in position, and after being secured to the temporary pier and the moorings previously set for the purpose, all hands went to work throwing the ballast-stone into the compartments, and by 4 p. m. succeeded in getting into it about 200 cords (1,200 tons.) By this time the wind was blowing freshly and the sea running so high as to make it necessary to stop work for the time, but early next morning all the reserve stone were put into the compartments.

The tugs Magnet and Stranger were discharged as soon as the pier was in position, but for fear of accident the Champion (a steamer of great power) was retained until all the stone were in place, when she was discharged, and started for Detroit with the barges Ritchie and Emerald in tow. The Table Rock was retained in service until the 30th July, when she was dispensed with. After the pier was in position the schooner Belle was moored on the reef to serve as quarters for the working force, which proceeded to build up the pier to the required height above water, (12 feet.) The Warrington having gone to Detroit to receive a new boiler, the tug Hand was retained to tow the scows carry-

ing the ballast-stone used in completing the filling of the compartments, until the return of the Warrington on the 12th of September, when she, too, was discharged. By this time the pier had been built up to its full height, and by the 20th of September quarters for the workmen had been completed upon it, which were at once occupied, and the Belle returned to the harbor. By means of a submarine diver the bed-rock within the opening of the pier was then cleared off, and the work of constructing the coffer-dam was taken in hand. The coffer-dam itself consisted of a hollow cylinder, 41 feet in diameter, composed of wooden staves, each 4 inches by 6, and 15 feet long. The cylinder was braced and trussed internally, and hooped with iron externally, so as to give it the requisite strength. It was put together at the surface of the water, and when complete was lowered into position on the bed-rock by means of iron screws. As soon as it rested on the rock, (which was quite irregular in contour,) each stave was driven down so as to fit as closely as it would admit and a diver filled all openings between its lower end and the rock with Portland cement. A loosely-twisted rope of oakum was then pressed close down into the exterior angle between the coffer-dam and rock, and outside of this a larger rope made of hay. The pumping-machinery having meanwhile been placed in readiness, the coffer-dam was pumped dry, and on the same day (14th October) a force of stonecutters descended to the bottom and commenced the work of leveling off the bed-rock, and preparing it to receive the first course of masonry. The bed-rock was found to consist of dolomitic limestone, (confirming the previous examinations,) highest on the western side, (toward the deepest water,) and sloping gradually toward the eastern. In order to make a level bed for the first course of masonry, it was necessary to cut down about two feet on the highest side, involving a large amount of hard labor, rendered more difficult by the water forcing its way up through seams in the rock. But the work was finally accomplished, the bed being as carefully cut and leveled as any of the courses of masonry. The first course of masonry was then set, completing it on the 27th of October. While setting this course much trouble was caused by the water, already referred to as forcing its way up through seams in the rock, which attacked the mortar bed. For this reason water was let into the dam every evening (and pumped out next morning) to give the mortar time to harden during the night. This mortar was composed of equal parts of Portland cement and screened siliceous sand. Specimens of it obtained the following spring, after being in place under water for seven months, were quite as hard or harder than either the bed-rock or the stone used in building the tower.

The weather having now become very boisterous, with frequent snowsqualls, often interrupting the work, and the setting of any additional stone requiring the removal of a portion of the most important of the interior braces of the coffer-dam, it was deemed prudent to close the work for the season. This, too, would give ample time for the hardening of the mortar used in bedding the stone, and in the concrete used in filling cavities in the bed-rock, as well as the space between the outside of the first course and the coffer-dam, (which was solidly filled with concrete to the top of the first course.) Therefore the coffer-dam was allowed to fill with water, the process being hastened by boring holes through it to admit the water, and it was secured to prevent its being lifted by the ice during the winter. The machinery was laid up, and on the last of October all the working force, except two men, were removed. These two men were left to attend to the fourth-order light, which had been established on top of the men's quarters, and the log-

signal, consisting of a whistle attached to one of the steam-boilers. At the close of navigation they were taken off the pier by the light-house tender Haze.

The degree of success of this novel coffer-dam may be inferred from the fact that although prepared with pumps of an aggregate capacity of five thousand gallons per minute, not more than a capacity of seven hundred gallons was used, except when emptying the coffer-dam, and then only to expedite the work. Once emptied, a small proportion of this capacity was ample to keep the coffer-dam free from water; and this at a depth of 12 feet of water, on rock, at a distance of nearly eleven miles from the nearest land. Every person connected with the work may well feel a just pride in its success. All the stone which had been delivered at the harbor, consisting of the first five courses, (each course 2 feet thick,) having been cut by this time, the work there was also closed.

The season opened a month later in 1872 than in 1871, consequently work was not resumed at the harbor until the 3d of May, and upon the reef on the 20th of the same month. On the 13th of May the ice in the coffer-dam was still a compact mass, of some feet in thickness. Masses of ice still lay on top of the pier itself. As soon as anything could be done, the ice still remaining was cleared out of the coffer-dam, the machinery put in order, the braces removed from the interior of the coffer-dam, and the work of setting additional courses begun. This has continued without interruption to the present time, when the masonry is well above the water, and going on at such a rate that one entire course is set, drilled, and bolted complete every three days. If this continues, the tower will have reached a height of at least 40 feet above the lake-level before the close of the season.

It is greatly to be regretted that in a work of such difficulty and importance it was not found practicable to use granite. The first contractor to furnish stone agreed to supply granite from a quarry at Duluth, Minnesota. After a trifling effort to quarry the stone, he utterly failed, and he abandoned the contract. It was then so late in the season that the engineer was compelled either to stop operations or to go into the open market and purchase such stone as he could get. The best available was the Marblehead limestone from the vicinity of Sandusky, Ohio, and this was used. In February, 1872, proposals for the remaining stone were received, and of these the granite offered was at such a price as to exclude it, and no other suitable stone except the Marblehead limestone being offered, he was again driven to use it.

It is hoped that the work will be entirely completed by the close of the season of 1873. It seems now as though the appropriations available would be sufficient to complete the work, but for fear they may not, it is deemed advisable that \$20,000 be appropriated for the important work, in addition to the balance of appropriations on account of this work, which have heretofore reverted to the Treasury, or which may do so under existing laws, previous to the time at which it is possible to complete it.

536. *Detour, Lake Huron, Michigan.*—A steam fog-whistle has been established at this station, greatly to the benefit of navigation.

— *Saint Helena Island, Straits of Mackinac.*—An appropriation for this work is available, and it will be taken in hand as soon as practicable.

— *Little Traverse, Lake Michigan, Michigan.*—Attention was directed to the necessity of a light-house to make this fine harbor of refuge available at all times, by an inquiry from the Senate Committee on

Commerce, which inquiry was referred to the engineer officer of the district, and he reported under date of April 11, 1871, in a communication of which the following is a copy :

Referring to a letter from the Light-House Board, dated March 28, 1871, inclosing a copy of a communication from the chairman of the Senate Committee on Commerce, covering a resolution of the legislature of Michigan, relative to establishing a light-house, &c., at the mouth of Little Traverse Bay, Michigan, and directing me to report as to the utility and cost of the constructions asked for, I have the honor to submit the following :

By reference to the tracing of the lake-survey detail chart of Little Traverse, inclosed herewith, and the engraved lake-survey chart of the northeast end of Lake Michigan, including Big and Little Traverse Bays and the Fox and Manitou Islands, a copy of which is supposed to be in the office of the board, or can be readily obtained at the office of the Chief of Engineers, the relation of the harbor of Little Traverse to the navigation of Lake Michigan can be readily seen and appreciated. The harbor itself is excellent in every respect, easy of access, affording good anchorage, and a complete shelter from all winds.

A light-house of the fifth order, together with a fog-bell of 600 pounds, with Stevens's striking-apparatus will make the harbor available.

In addition to its relation to the general commerce of Lake Michigan, the harbor has some local importance. This is increasing and doubtless will continue to do so.

The proposed aids to navigation should be placed at the extreme end of the point, on the south side of the harbor, as indicated on the accompanying tracing, and would cost about \$12,000, which sum, for the purpose indicated, I respectfully recommend be included in the next annual estimates.

544. South Manitou Island, Lake Michigan.—The work of improving this station, which was in progress at the date of the last annual report, was duly completed.

546. Manistee, Lake Michigan, Michigan.—This light-station was destroyed during the great fire of the night of the 8th of October, 1871. The keeper, with commendable energy, established a temporary light within a few days afterward, and under the act of Congress approved May 18, 1872, making an appropriation for rebuilding the station, a working party was dispatched some time since from Detroit for the work.

548. Pere Marquette, Lake Michigan, Michigan.—This station is as yet without a keeper's dwelling, and an appropriation of \$4,000 is required for the purpose in question.

— *Little Point au Sable, Lake Michigan, Michigan.*—The site required for the proposed coast-light at this point has been reserved, and as soon as practicable the erection of the station, under the act of Congress approved June 10, 1872, will be undertaken.

— *White River, Lake Michigan, Michigan.*—A pier-head light has been established at this point, but a dwelling for the keeper is much needed, there being none at the station, and an appropriation of \$4,000 is required for the purpose.

550. Muskegon pier-light, east shore of Lake Michigan, Michigan.—This light, in course of construction at the date of the last annual report, was duly completed, and has been in operation since,

552. Grand Haven pier-light, Lake Michigan, Michigan.—This light has also been established since the date of the last annual report. It is one of the general system of pier-head lights.

553. Holland, Michigan, at the mouth of Black Lake, east side Lake Michigan, Michigan.—The construction of a dwelling for the keeper at this station will be undertaken as soon as a title to the requisite site can be obtained. The necessary funds were appropriated by act of Congress approved June 10, 1872.

555. South Haven, Lake Michigan, Michigan.—The necessary buildings have been erected at this station and the light established.

559. *Michigan City pier-light, Lake Michigan, Indiana.*—As proposed at the date of the last annual report, this light was erected and in full operation before the close of last season.

— *Calumet, Lake Michigan, Illinois.*—The re-establishment of this light has been delayed by the failure of the present owners to make to the United States the requisite title to the proposed site. Efforts to obtain title are still being made.

562. *Grosse Point, Lake Michigan, Illinois.*—The plans and specifications for the proposed buildings at this station have been made, and proposals for their construction will be invited within a few days.

— *Racine Point, Lake Michigan, Wisconsin.*—The following are the remarks concerning the establishment of a coast-light at this point, contained in the last two annual reports :

This is a prominent point on the west coast of Lake Michigan, about three and a half miles north of Racine, and eighteen miles south of the North Cut beacon, at Milwaukee. The point shuts out to the northward the Racine light, which lies in a bay, and is not seen by vessels coming from the north, and keeping the shore well aboard, as they mostly do, until nearly abreast of it.

Frequent shipwrecks have occurred at this point for the want of a light. For vessels coming from the south it would also be a good guide for steering clear of Racine Reef.

A fog-signal should also be provided. For these two objects there is required an appropriation of \$40,000.

— *Racine pier-light, Lake Michigan, Wisconsin.*—A working party is now engaged in erecting a pier-head light and elevated walk at this place. It will be completed about the 1st of September of this year.

— *Milwaukee pier-head light, Lake Michigan, Wisconsin.*—Upon completion of the pier-head light at Racine, the working party will be transferred to Milwaukee for the purpose of erecting a pier-head light at the outer end of the north pier, which has been extended during the present season. An elevated walk will be built to connect the light with the shore.

— *Twin River Point, Lake Michigan, Wisconsin.*—This point is seven miles north of Manitowoc, and occupies a position on the west coast of Lake Michigan, similar to Grand Point au Sable on the east. It is the prominent landmark for vessels navigating Lake Michigan, and should be marked by a tower 100 feet high, with an apparatus of the third order. There is an old discontinued station at the village of Twin River, but the site is too far south of the point to answer the purpose of a coast-light. There is required for a proper light at this station an appropriation of \$40,000.

— *North Bay, Lake Michigan, Wisconsin.*—By act of Congress approved July 15, 1870, an appropriation of \$7,500 was made for the purpose of establishing a light or lights to enable vessels to enter this harbor, and a price for the land required was agreed upon. But the owner found it impracticable to clear the title before the 30th June, when the appropriation reverted to the Treasury. It is recommended that the amount be re-appropriated and another attempt be made to obtain title.

— *Poverty Island, Lake Michigan.*—The remarks contained in the last annual report, and those for the two preceding years, respecting the necessity for a light at this point, with estimate of cost of same, are repeated, as follows :

The already large and rapidly increasing commerce to and from the northern end of Green Bay, and the lower lake ports, now takes, in daylight, the northern passage from Lake Michigan into Green Bay, because of its being much shorter and more direct. To enable vessels to use the same passage in the night, a light-house on Poverty Island is necessary.

There is recommended an appropriation of \$18,000 for the object stated.

— *Big Sable, Lake Superior, Michigan.*—An appropriation for a light-house at this point was made at the last session of Congress, under the title of "*a light between White Fish Point and Grand Island Harbor.*" Steps have been taken to select the exact site; when this is done, the title will be secured as soon as possible, and the erection of the necessary buildings undertaken.

— *Stannard's Rock, Lake Superior.*—The remarks and estimate contained in the last annual report, relating to a light-house at this point, are renewed as follows:

The rapid increase of the commerce between Du Luth, the eastern terminus of the Northern Pacific Railroad, and the lower lakes, will demand at no distant day the erection of a light-house on this danger so much dreaded by all vessels bound to or from ports above Keweenaw Point, and ports below. The case will be similar to that of Spectacle Reef, and all the costly apparatus and machinery purchased for the latter can be made available for the former, thereby greatly reducing the cost of construction. It is not proposed, however, to do anything further at this time than to make the preliminary examinations, and mature plans for the work, for which purpose it is recommended that the sum of \$10,000 be appropriated.

— *L'Anse, Lake Superior, Michigan.*—The last annual report contained the following remarks and estimate relating to the necessity of establishing a light at this place, which are repeated:

The railroad from Escanaba and Marquette, to Ontonagon, passes the head of L'Anse Bay, and will for the present terminate there. Efforts which will probably prove successful are now being made to complete the road to L'Anse before the close of the season, when the place will at once become an important point for the shipment of iron-ore. A good harbor is found at the head of the bay, and it should be lighted. A joint report upon this subject was made by the inspector and engineer. To establish such a light as is needed will require an appropriation of \$12,000, which amount, for the purpose indicated, is recommended.

— *Outer Island, Lake Superior.*—Concerning the necessity for a light at this point the following, contained in the report for the last year, is repeated:

The through commerce to and from the western end of Lake Superior increasing rapidly, as the railroads having their terminus at Du Luth are extended to the westward, all passes outside of the Apostle Islands, and is greatly in need of a light-house on the northern end of Outer Island. This should be a light of the third order, and will cost \$40,000, which sum is recommended for appropriation.

— *Sand Island, Lake Superior.*—The remarks and estimate of last year are renewed as follows:

For reasons given in the preceding case, (Outer Island,) a light (of a lower order however) is demanded on the northern end of Sand Island, the most westerly of the group, for which purpose an appropriation of \$18,000 is recommended.

608. *Duluth, Lake Superior, Minnesota.*—A contract for the erection of this station has been made, and the work is now in progress.

— *Passage Islands, Lake Superior.*—Respecting the importance of establishing a light at this place, the remarks contained in the last annual report are repeated with the estimate of cost, as follows:

The discovery of the silver mines on Lake Superior, and consequent sudden and remarkable increase of travel and traffic to that region, render it desirable that a light-house should be built on Passage Island, to mark the channel between it and Isle Royale. The island is difficult of access, and therefore any structure put there will cost more than if erected at some more accessible point. There is recommended an appropriation of \$18,000 for the purpose indicated.

PIER-HEAD LIGHTS.

These are being erected as rapidly as piers are reported by the Engineer Department of the Army ready to receive them, and apparatus

can be supplied. The extension of this system of pier-lights must depend upon that of harbor improvements, which renders it somewhat difficult to estimate in detail until it is known just where these improvements are to be made.

REPAIRS.

Repairs, more or less extensive, were made or are in progress at the following stations in the eleventh district, viz:

- 518. *Saint Clair Flats*, Lake Saint Clair.
- 520. *Saint Clair Flats Canal*, (lower light.)
- 521. *Saint Clair Flats Canal*, (upper light.)
- 523. *Point aux Barques*, Michigan, Lake Huron.
- 524. *Tawas*, (Ottawa,) Michigan, Lake Huron.
- 526. *Saginaw Bay*, Michigan, Lake Huron.
- 534. *Cheboygan*, Michigan, Lake Huron.
- 538. *Skulligallee*, Michigan, Lake Michigan.
- 549. *Muskegon*, Michigan, Lake Michigan.
- 556. *Saint Joseph*, Michigan, Lake Michigan.
- 567. *Milwaukee*, Wisconsin, Lake Michigan.
- 568. *Milwaukee pier-light*, Wisconsin, Lake Michigan.
- 569. *Port Washington*, Wisconsin, Lake Michigan.
- 570. *Sheboygan*, Wisconsin, Lake Michigan.
- 575. *Port du Mort*, Wisconsin, Lake Michigan.
- 576. *Pottawatomie*, Wisconsin, Lake Michigan.
- 577. *Point Peninsula*, Michigan, Green Bay.
- 580. *Chambers Island*, Wisconsin, Green Bay.
- 582. *Tail Point*, Wisconsin, Green Bay.
- 585. *White Fish Point*, Wisconsin, Green Bay.
- 587. *Grand Island Harbor*, Wisconsin, Green Bay.
- 588. *Grand Island Harbor range*, (front light,) Wisconsin, Green Bay.
- 589. *Grand Island Harbor range*, (rear light,) Wisconsin, Green Bay.
- 592. *Huron Island*, Michigan, Lake Superior.
- 594. *Portage range*, (front light,) Michigan, Lake Superior.
- 595. *Portage range*, (rear light,) Michigan, Lake Superior.
- 596. *Manitou*, Michigan, Lake Superior.
- 597. *Gull Rock*, Michigan, Lake Superior.
- 598. *Copper Harbor*, Michigan, Lake Superior.
- 599. *Copper Harbor range*, (front light,) Michigan, Lake Superior.
- 600. *Copper Harbor range*, (rear light,) Michigan, Lake Superior.
- 605. *La Pointe*, Wisconsin, Lake Superior.
- 607. *Minnesota Point*, Wisconsin, Lake Superior.

The following are the names of the light-stations in the eleventh district, not mentioned elsewhere:

- 517. *Windmill Point*, River Detroit, entrance to Lake Saint Clair, Michigan.
- 525. *Charity Island*, mouth of Saginaw Bay, Michigan.
- 527. *Sturgeon Point*, Lake Huron, Michigan.
- 529, 530. *Presque Isle Harbor*, Lake Huron, Michigan.
- 531. *Presque Isle range-light*, Lake Huron, Michigan.
- 533. *Bois Blanc*, Bois Blanc Island, entrance to Straits of Mackinac, Lake Huron.
- 535. *McGulpin's Point*, Straits of Mackinac, Michigan.
- 537. *Wauyoshance*, entrance to Straits of Mackinac, Lake Michigan.

539. *Beaver Island*, south end, Lake Michigan.
 540. *Beaver Island*, north end, Lake Michigan.
 541. *South Fox Island*, Lake Michigan.
 542. *Grand Traverse*, entrance to Grand Traverse Bay, Michigan.
 543. *Mission Point*, Grand Traverse Bay, Michigan.
 545. *Point Betsey*, (Aux Becs Scies,) Lake Michigan, Michigan.
 547. *Grand Point au Sable*, Lake Michigan, Michigan.
 551. *Grand Haven*, Lake Michigan, mouth of Grand River, Michigan.
 554. *Kalamazoo*, Lake Michigan, mouth of Kalamazoo River, Michigan.
 558. *Michigan City*, Lake Michigan, Indiana.
 560. *Chicago*, Lake Michigan, Illinois.
 563. *Waukegan*, Lake Michigan, Illinois.
 564. *Kenosha*, Lake Michigan, Wisconsin.
 566. *Racine*, Lake Michigan, Wisconsin.
 571. *Manitowoc*, Lake Michigan, Wisconsin.
 572, 573. *Bailey's Harbor*, Lake Michigan, Wisconsin.
 574. *Canu Island*, Lake Michigan, Wisconsin.
 578. *Escanaba*, Green Bay, Wisconsin.
 579. *Eagle Bluff*, Green Bay, Wisconsin.
 581. *Green Island*, Green Bay, Wisconsin.
 583. *Round Island*, White Fish Bay, Lake Superior, Michigan.
 584. *Point Iroquois*, White Fish Bay, Lake Superior, Michigan.
 586. *Grand Island*, Lake Superior, Michigan.
 590. *Marquette*, Lake Superior, Michigan.
 591. *Granite Island*, Lake Superior, Michigan.
 593. *Portage River*, Keewenaw Bay, Lake Superior, Michigan.
 602. *Eagle River*, Lake Superior, Michigan.
 603. *Ontonagon*, Lake Superior, Michigan.
 604. *Michigan Island*, Lake Superior, Wisconsin.
 606. *Raspberry Island*, Lake Superior, Wisconsin.

LIGHT-SHIPS.

There are no light-ships in this district.



FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

White Fish Point, Lake Superior.—A steam fog-whistle.
Port du Mort, (Pilot Island,) Lake Michigan.—An air-trumpet.
Grand Haven, Lake Michigan.—A fog-bell, rung by hot-air engine.
Detour, Lake Huron.—A steam fog-whistle.
Spectacle Reef, Lake Huron.—A steam fog-whistle.
Thunder Bay Island, Lake Huron.—A steam fog-whistle.
Fort Gratiot, Lake Huron.—A steam fog-whistle.

DEPOT.

The fire-proof store-house of the light-house depot at Detroit was carried up two stories above the basement, and then covered with a temporary roof during last season. A line of sheet-piling was driven along the western line of the lot between the basin and the adjoining glue-factory. By act of Congress approved June 10, 1872, the sum of \$25,000 was appropriated for this work, and will, it is thought, be sufficient to complete it.

The first work undertaken under this appropriation will be the ere-

tion of a suitable dwelling for the store-keeper and a close board fence along the top of the sheet-piling referred to. As soon as practicable it is also proposed to finish the store-house. This depot is already of great value, and its advantages will increase from year to year.

SURVEYS OF LIGHT-HOUSE SITES.

These surveys have been carried on as rapidly as possible. Those completed are Windmill Point and River Clinton, Lake Saint Clair; Fort Gratiot and Point aux Barques, on Lake Huron; Saginaw Bay and Tawas, on Saginaw Bay; Grand Haven, South Haven, Grosse Point, Beaver Island, and Beaver Island Harbor, on Lake Michigan; and Eagle River, on Lake Superior. The work will be continued in accordance with the plans of the board.

TENDERS.

The steam-barge Warrington has been almost exclusively used as a tender upon the work at Spectacle Reef. Last fall she was supplied with a new boiler and heater, both of the very best class, and her machinery for handling freight put into the best possible condition, and she has contributed greatly to the success of the work on Spectacle Reef.

The schooner Belle was used as quarters for the workmen on Spectacle Reef until the completion of the barracks on the pier of protection, when she was withdrawn from that duty and used for the general purposes of the work. During the latter part of the winter repairs of considerable extent were put upon her, which will enable her to perform good service for at least four years. Since the opening of this season she has been used principally in carrying coal and other heavy supplies to Spectacle Reef and the several steam fog-signals.

TWELFTH DISTRICT.

This district embraces all aids to navigation on the Pacific coast of the United States between the Mexican frontier and the southern boundary of Oregon, and includes the coast of California.

Inspector.—Commodore Alfred Taylor, United States Navy, until February 27, 1872; Commander Charles J. McDougal, United States Navy, present inspector.

Engineer.—Lieutenant-Colonel Robert S. Williamson, Corps of Engineers, United States Army, until May 1, 1872; Major N. Michler, Corps of Engineers, brevet brigadier-general, United States Army, present engineer.

There are in this district :

Light-houses	16
Light-ships	none.
Fog-signals, operated by steam or hot-air engines	6
Day or unlighted beacons	1
Buoys actually in position	35
Spare buoys for relief and to supply losses	26
Tenders Fern (ordered to the East to serve as supply-vessel for Atlantic and Gulf coast) and Shubrick, (common to twelfth and thirteenth districts,) used for inspector's and engineer's purposes	2

The following numbers, which precede the names of stations, correspond to those of the "Light-House List of the Atlantic, Gulf, and Pacific Coasts of the United States," issued January 1, 1872.

— *Point Fermin, entrance to San Pedro Harbor, California.*—An appropriation of \$20,000 was made June 10, 1872, for establishment of a light and fog-signal at this point. The site has been selected and a survey of the locality made. As there are several proprietors to the land, resort must be had to the California law of condemnation, in order to acquire title to the site, so that the construction will very probably be delayed beyond the fiscal year. A report, accompanied by a map of the site, has already been forwarded to the board. The structure can be rapidly built, as the material can be hauled over a very good road from New San Pedro, a distance of about five miles. The landing is safe and the anchorage-ground secure and well protected. A large well has been sunk near the settlement. It can furnish water during the construction, and, if necessary, can be purchased for the subsequent use of the keepers and for supplying the fog-signal.

— *Point Hueneme, Santa Barbara Channel, California.*—An appropriation of \$10,000, approved June 10, 1872, has been made for the establishment of a first-class fog-signal at this point. By direction of the board the site was selected in the month of June and surveys were made of the locality. Negotiations are in progress for its purchase.

405. *Point Conception, sea-coast of California.*—An appropriation was made March 3, 1871, for the establishment of a first-class steam fog-signal. A thorough examination and survey of the point were made with a view to ascertain the best location for the signal, and the supply of water. The structure has been completed, and the machinery placed in position. Owing to ignorance on the part of the light-house keeper, the latter soon needed repairs. The pipes connecting the hydraulic ram with the cistern were not laid according to directions from the district engineer, and will have to be relaid. The cistern and water-shed, said to have been damaged by the recent earthquakes, will require an additional coat of cement. An abundant supply of water from an adjoining spring furnishes all that is required for the light-house and fog-signal. Many minor repairs to the light-house are needed.

— *Piedras Blancas, sea-coast of California.*— This point is about midway between Point Conception and Point Pinos light-houses, distant one hundred and fifty miles from each. An appropriation of \$75,000 was approved June 10, 1872, for a first-order light and fog-signal at this point. By direction of the Board, an examination of the locality was made, a site selected for the light, and necessary surveys made to connect it with previous ones, by the county surveyor, for the purpose of defining the limits of the reservation set aside by direction of the President for light-house purposes. A report, accompanied by a sketch of the locality, has been submitted for the information of the board. The site belongs to the United States, and as soon as certain details in regard to it can be obtained, the plans will be made and the work commenced.

406. *Point Pinos, sea-coast of California, entrance to Monterey Bay.*—The suit for condemnation of land for right of way to this light-house has not yet been decided, the owners having appealed the case from the district court to the supreme court of California.

408. *Año Nuevo Island, sea-coast of California.*—A steam fog-whistle and keeper's dwelling have been constructed on this island, and it has been in operation since the 29th of May of this year.

409. *Pigeon Point, sea-coast of California.*—An appropriation was approved March 3, 1871, for continuing and completing the light-house and fog-signal at this point. The work was commenced June 9, 1871, and the tower and keeper's dwelling are already completed. The par-

pet, lantern, and lens are still to be placed in position. It is expected to have the light in full operation by the end of August of this year. A steam fog-whistle has been erected on this point, and has been in operation since September 10, 1871.

— *Pillar Point, sea-coast of California.*—Two and a half nautical miles north of this point a light-house and steam-fog signal are required, and an appropriation of \$50,000 is recommended for their establishment. This point is approximately midway between Pigeon Point and Point Bonita, and within a few miles of Point San Pedro, from which extends a dangerous reef of rocks.

411. *Point Bonita, entrance to San Francisco Harbor, California.*—An appropriation for the establishment of a first-class steam fog-signal at this point was made March 3, 1871. The structure was completed, the machinery placed in position, and the signal, a syren, was put in operation May 29, 1872.

— *Point San Pablo, between San Francisco and San Pablo Bays, California.*—An appropriation of \$20,000, approved March 3, 1871, was made for a light-house and steam fog-signal on this point. On the 13th of July, 1871, a special proceeding was instituted in the district court of the fifteenth judicial district of the State of California to obtain condemnation of the necessary land for light-house purposes on this point. An award of \$4,000 was given by the jury to the owners of the land, from which they appealed, and the case comes before the court for final hearing in October next.

— *Entrance to the Straits of Karquines, California.*—An appropriation of \$20,000, approved June 10, 1872, was made for the erection of a light-house and fog-signal to mark the entrance to the Straits of Karquines. A site on the southern shore, opposite Mare Island, having been recommended by the local officers and others, surveys were made there, but none suitable was found, and the engineer of the district has been ordered to locate the light on the southern end of Mare Island.

414. *Point Reyes, sea-coast of California.*—An appropriation of \$10,000 was made by Congress, approved June 10, 1872, for rebuilding and re-establishing the steam fog-signal station at this point, which was destroyed by fire April 28, 1872, and the district engineer has received orders from the board for its reconstruction.

415. *Point Arena, sea-coast of California.*—Since the last annual report a steam fog-whistle has been constructed, and was put in operation November 25, 1871.

416. *Cape Mendocino, sea-coast of California.*—During the month of November, 1871, the keeper's dwelling and cistern, referred to in the last annual report, were completed.

418. *Trinidad Head, sea-coast of California.*—On the night of December 1, 1871, a fourth-order light of the system of Fresnel was exhibited for the first time from the tower built on the southern slope of Trinidad Head. The structures built consist of a pyramidal tower on a square base, 18 feet high from the ground-line to focal plane; a dwelling for the keeper, and a cistern.

REPAIRS.

At each of the following-named stations in the twelfth district there have been repairs, more or less extensive, during the last year:

406. *Point Pinos, sea-coast of California*, south side of entrance to Monterey Harbor.

412. *Fort Point*, entrance to San Francisco Harbor, California.

415. *Point Arena*, sea-coast of California.
 417. *Humboldt*, entrance to Humboldt Bay, California.

The following are the names of light-stations in the twelfth district not mentioned elsewhere:

403. *Point Loma*, sea-coast of California, entrance to San Diego Bay.
 404. *Santa Barbara*, sea-coast of California.
 407. *Santa Cruz*, entrance to Santa Cruz Harbor.

LIGHT-SHIPS.

There are no light-ships in this district.

FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

- Point Conception*.—A 12-inch steam-whistle.
Año Nuevo Island.—A 12-inch steam-whistle.
Pigeon Point.—A 12-inch steam-whistle.
Point Bonita.—A first-order steam-syren.
Point Reyes.—A 12-inch steam-whistle.
Point Arena.—A 12-inch steam-whistle.

DAY OR UNLIGHTED BEACONS.

Fauntleroy Rock, Crescent City Harbor, California.—An appropriation for erecting a day-beacon on this rock was made March 3, 1871. It is now in course of construction under contract, and is expected to be completed at an early day.

BELL-BOAT OFF HUMBOLDT BAR, CALIFORNIA.

A bell-boat has been moored off this dangerous bar, in 16 fathoms of water, to aid in crossing it in foggy weather.

DEPOTS.

San Diego, California.

Yerba Buena Island, Harbor of San Francisco, California.—A selection of a site for a buoy depot, to serve instead of the present inconvenient depot at Mare Island, has been made on the eastern side of the island of Yerba Buena. A sketch showing the site selected, the depth of water, and proposed plan of building, is being prepared, and will be forwarded to the board at an early day.

Eureka, Humboldt Bay, California.—This depot is on rented ground, and it is proposed to remove it to the Humboldt light-house, and place it under charge of the keeper.

THIRTEENTH DISTRICT.

This district embraces all aids to navigation on the Pacific coast of the United States north of the southern boundary of Oregon. It extends from the forty-first parallel of latitude to British Columbia, and includes the coasts of Oregon and the Territory of Washington.

Inspector.—Commodore Alfred Taylor, United States Navy, until Feb-

ruary 27, 1872; Commander Charles J. McDougal, United States Navy, present inspector.

Engineers.—H. M. Robert, major of engineers, United States Army.

There are in this district:

Light-houses and lighted beacons.....	11
Light-ships	0
Fog-signals, operated by steam or hot-air engines	1
Unlighted or day beacons	0
Buoys actually in position	46
Spare buoys for relief and to supply losses	26
Tender (steam) Shubrick, common to the twelfth and thirteenth districts.....	1

The following numbers which precede the names of stations correspond with those of the "Light-House List of the Atlantic, Gulf, and Pacific Coasts of the United States," issued January 1, 1872.

422. *Yaquina Bay, Oregon.*—The light-house at this point was commenced May 1, 1871. It was completed the following October, and lighted November 3, 1871.

— *Cape Foulweather, sea-coast of Oregon.*—Work has been seriously hindered by the difficulties connected with the transportation of materials. Since the commencement of work in the autumn of 1871 the lighters have been destroyed twice, and the schooner engaged in bringing materials from San Francisco has been obliged to discharge most of her freight at Newport, to be reshipped in milder weather, besides twice getting on the bar at the mouth of Yaquina Bay, and being once partially wrecked. Part of the materials have been hauled from Newport, six miles over an almost impassable road to the light-house site. The metal-work was completed at Portland, Oregon, June 1, 1872. After the failure of persistent efforts to charter a vessel for carrying iron and brick from Portland to the cape, the metal-work was shipped via San Francisco. About one-half the time since the work began has been lost on account of the difficulties of transportation. The foundation of the tower has been laid, and work commenced on the keeper's dwelling, a double frame house. Both will probably be completed this season.

— *Sand Island, mouth of river Columbia.*—The daily growing home and foreign commerce of the Columbia and Willamette Valleys demands that additional aids to navigation be judiciously disposed about this important outlet to the commerce of the Northwest. The chief difficulty in navigating the Columbia is the prevalence of fogs, and the fog-bell at Cape Disappointment cannot be heard in the south channel, through which the major part of the commerce of the Columbia is carried on.

A small light, to serve as a beacon leading into the south channel, and a powerful steam fog-signal, should be erected on Sand Island. As this island is shifting, a small dwelling, (surmounted by the light,) which can be moved from time to time, is designed for this place. The drift-wood on the island will furnish an inexhaustible supply of fuel for the fog-signal, and it, like the light-house, will be so erected that it can be moved from time to time as the position of the island is changed by the currents. An appropriation of \$30,000 is recommended.

423. *Cape Disappointment, mouth of river Columbia, Territory of Washington.*—There was commenced in August and completed in December, 1871, a new double frame dwelling for the keepers. The old fog-bell frame having been shattered by a blast from a gun of a neighboring battery, in July, a new fog-bell house was built in August, 1871. A new oil-house is needed at this station, and will be built during the present fiscal year.

425. *Cape Flattery, Tatoosh Island, entrance to the Straits of Fuca, Terri-*

tory of Washington.—A first-class steam fog-whistle, with large fuel-house, a cistern holding 33,000 gallons, and a water-shed of 3,000 square feet, were completed June 6, 1872. The machinery and materials for this work were ready for shipment from Portland six weeks before transportation could be secured to any point in the Straits of Fuca or Puget Sound, and as, in the end, delivery at Tatoosh Island could not be obtained, they were shipped to Port Townsend, Territory of Washington. Although efforts were made to secure transportation in Puget Sound, the only vessel that could be had was one with mail and other contracts which could not be interfered with. One cargo was delivered safely on the island early in October, 1871, but the time consumed by the steamer in other work made the second trip so late that only part of the cargo could with great risk be discharged at Tatoosh Island, and the balance was landed at Neah Bay, on the main-land, November 1. This necessitated suspension of work on the island, then well under way, until the next season. In order, if possible, to complete the cistern in time to make sure of a sufficient supply of water for the summer of 1872, work was carried on at intervals during February, March, and April, but great difficulties were experienced in carrying freight by Indian canoes from Neah Bay. A party was sent May 1 from Portland which completed the work June 6. As no supply of water can be had until the next rainy season, the fog-whistle cannot be operated before that time, (about November.) Much as this delay of twelve months is to be regretted, it could not have been avoided, in the dearth of vessels in the North Pacific and Straits of Fuca.

— *New Dungenness, Straits of Fuca, Territory of Washington.*—This station is exposed to heavy surfs, and the fact that in the North Pacific and Straits of Fuca fogs prevail to a considerable extent during storms, makes the fog-bell now at this station almost if not quite useless. An appropriation of \$8,000 is required for a steam fog-whistle to replace the fog-bell at this point.

— *Point No Point, Puget Sound, Territory of Washington.*—This point is about twenty miles from Port Townsend on the route to Seattle, Territory of Washington. The rapidly increasing importance of the commerce of Puget Sound, which will be still more augmented by the Northern Pacific Railroad, requires the construction of such aids to navigation as will more effectually open these waters to foreign as well as to home trade. An appropriation of \$25,000 is required for a light-house.

— *West Point, Puget Sound, Territory of Washington.*—This point marks the entrance to Dwamish Bay, the harbor of Seattle. The reasons given for the preceding apply with equal force to this case and also the following, (Point Defiance.) An appropriation of \$25,000 is required for a light.

— *Point Defiance, entrance to the Narrows, Puget Sound, Territory of Washington, nine miles north of Steilacoom.*—This is a most difficult point to avoid in fogs and cloudy nights. A light at this important point would greatly aid in navigating the upper sound, for which an appropriation of \$25,000 is required.

REPAIRS.

Repairs have been made at the following stations in the thirteenth district during the year:

423. *Cape Disappointment, Territory of Washington.*

Repairs and renovations are needed at each of the following-named stations during the next year :

- 422. *Yaquina Bay*, Oregon.
- 423. *Cape Disappointment*, mouth of river Columbia, Washington Territory.
- 425. *Cape Flattery*, entrance Straits of Fuca, Territory of Washington.
- 426. *Ediz Hook*, Straits of Fuca, Territory of Washington.
- 427. *New Dungenness*, Straits of Fuca, Territory of Washington.
- 429. *Admiralty Head*, Admiralty Inlet, Territory of Washington.

The following are the names of light-stations in the thirteenth district not mentioned elsewhere :

- 420. *Cape Blanco*, sea-coast of Oregon.
- 421. *Cape Arago*, sea-coast of Oregon.
- 424. *Shoalwater Bay*, Territory of Washington.
- 428. *Smith's (or Blunt's) Island*, Washington Sound.

LIGHT-SHIPS.

There are no light-ships in this district.

FOG-SIGNALS OPERATED BY STEAM OR HOT-AIR ENGINES.

Cape Flattery.—A 12-inch steam-whistle.

DEPOT.

The depot for the buoys of the thirteenth district is now at *Astoria*, at the mouth of the river Columbia, but it is proposed to remove it to *Cape Disappointment*, and place it under charge of the light-house keeper.

Respectfully submitted.

JOSEPH HENRY,
Chairman.

CHAS. S. BOGGS,
Rear-Admiral, U. S. N., Naval Secretary.

GEORGE H. ELLIOT,
Major of Engineers, U. S. A., Engineer Secretary.

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